The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4632 | 光緒三十年七月十九晚 | MONDAY, AUGUST 29, 1904. | 一角禮 | 號九廿月八英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,320,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.
PEKING.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $17,000,00
Silver Reserve .....$ 7,000,000 }
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.

E. Goetz, Esq.	Hon. R. Shewan.
Hon. W. J. Gresson.	N. A. Siebs, Esq.
A. Haupt, Esq.	H. W. Slade, Esq.
H. Schubart, Esq.	E. S. Whealler, Esq.
E. Shellim, Esq.	

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,00
Paid up Capital .....£ 324,37-

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Creasy Ewens, Esq.	Kwan Fong Kuk, Esq.
J. Focke, Esq.	G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 2nd August, 1904. [B

THE DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau (Kiautschou)	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [25

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD $7,992,173.37=about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED GOLD $10,000,000=£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON, AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &C.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PENANG.
CHEFOO.	SINGAPORE.
HANKOW.	TIENTSIN.
PEKING.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24

PHOTOGRAPHY

IN ALL ITS BRANCHES.

AMATEUR WORK

GIVEN SPECIAL ATTENTION.

HUNG FUNG,

(Successor to C. W. Clark),

Photographer,

4, ICE HOUSE STREET.

Hongkong, 18th August, 1904. [947

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

780]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	JAVA ..... S. Barcham	About 2nd September	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	JAPAN ..... E. P. Martin, R.N.R.....	About 3rd September	Freight and Passage.
KOBE	NANKIN	About 4th September	Freight only.
SHANGHAI.....	BENGAL..... G. Philipps	About 8th September	Freight and Passage.
LONDON, &c.....	CHUSAN..... A. Thompson	Sept. 10th, Noon	*See Special Advertisement.*

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 29th August, 1904. [4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 14th September.
PRINZ HEINRICH	
BAYERN	WEDNESDAY, 28th September.
SACHSEN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 26th October.
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.
PRINZ ECTEL FRIEDRICH	WEDNESDAY, 21st December.
PRINZ HEINRICH	WEDNESDAY, 4th January, 1905.

ON WEDNESDAY, the 14th day of Sept., 1904, at Noon, the Steamship "GNEISENAU" of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th Sept., Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th Sept., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th Sept.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 17th August, 1904. [3

Intimations.

LANE, CRAWFORD & CO.,
SHIPCHANDLERS & SAILMAKERS,
DECK AND ENGINE STORES
OF
Every Description, Best Quality, and at REASONABLE Prices.

HUBBUCK'S PAINTS AND OILS received Fortnightly.
"GLENFIELD" BOILER FLUID in 5 and 10-gallon drums.

Sole Agents for:
Sir CHAS. PRICE'S Special Engine Oil.

VALVOLINE, ZYNKARA, BAXTER'S CANVAS, GOUROCK CANVAS.

SHIPS' UPHOLSTERY.
A Speciality, attended to by experienced EUROPEAN ASSISTANTS ONLY.
Work undertaken at the SHORTEST NOTICE.

LANE, CRAWFORD & Co.

Hongkong, 17th August, 1904. [38

"ASAHI BEER."

ESTD 1864

BEER OF THE RISING SUN.
BREWED BY
THE OSAKA BEER BREWING Co., LD.,
OSAKA, JAPAN.
In Cases of 4 doz. bottles.
„ „ „ 8 „ ½ „

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

Hongkong, 20th August, 1904. [42

Intimations.

Bovril supplies to the body the nourishment it requires, and makes good the muscle, tissue and energy spent during the hurry and worry of the day's work. The very embodiment of strength and sustenance in a digestible form is Bovril.

BOVRIL

[779

TRADE MARK.

TELEPHONE No. 135.

ASK FOR
CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,
H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41

JOHN DEWAR SONS & CO., PERTH
WHISKY,
Extra Special $16.00 per case 12/1
White Label $24.00 „ „ 12/1

KRUSE & Co.,
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904 [778

This space is reserved for
LONG HING & Co.,
PHOTO GOODS DEALERS,
17E, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [946

PO CHEUNG & Co.,
昌寶
14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,
GENERAL DOMESTIC GOODS, &c.,
COUNTERS, PARTITIONS, FITTINGS, &c.,
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.
TELEPHONE 460.

Hongkong, 16th August, 1904. [83

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26

MACAO AND CANTON HOTELS.
A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

27] WM. FARMER, Proprietor.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	13,639	Gross Tons	...SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	"	...THURSDAY, 15th September, at Noon.
"DORIC"	4,784	"	...TUESDAY, 27th September, at Noon.
"MANCHURIA"		"	...SATURDAY, 8th October, at Daylight.
"KOREA"	11,276	"	...TUESDAY, 1st November, at Noon.
"GAELIC"	4,205	"	...THURSDAY, 16th November, at Noon.
"COPTIC"	4,352	"	...
"AMERICA MARU"	6,300	"	...

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

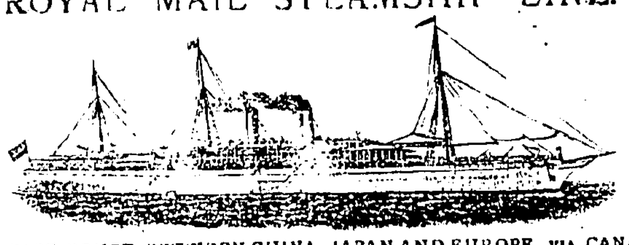
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 27th August, 1904. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons		WEDNESDAY, 21st September.
" "ATHENIAN"	2,440	"	WEDNESDAY, 12th October.
" "EMPRESS OF CHINA"	6,000	"	WEDNESDAY, 19th October.
" "TARTAR"	4,425	"	WEDNESDAY, 2nd November.
" "EMPRESS OF INDIA"	6,000	"	WEDNESDAY, 16th November.
" "EMPRESS OF JAPAN"	6,000	"	WEDNESDAY, 14th December.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK Acting General Agent, 9, *Pedder's Street.*

Hongkong, 24th August, 1904. [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SPEZIA (ex BAMBERG) Miltzlaff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th August.	Freight.
ANDALUSIA Filler	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	11th Sept.	Freight.
SAMBIA Lüning	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight.
SCANDIA (ex KONIGSBERG) Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	3rd October.	Freight and Passengers.
SUEVIA von Döhren	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October.	Freight.
BRISGAVIA Schülke	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st Nov.	Freight.

For further Particulars apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1 Queen's Buildings.

Hongkong, 20th August, 1904 [6

GO TO THE

KOWLOON HOTEL,

KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

33]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain	R. D. Thomas.
" "POWAN,"	2,338 "	"	G. F. Morrison, R.N.R.
" "FATSHAN,"	2,260 "	"	W. A. Valentine.
" "HANKOW,"	3,073 "	"	B. Branch.
" "KINSHAN,"	2,860 "	"	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....319 tons,.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons,	Captain	J. Willox.
" "NANNING,"	569 "	"	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904. [13

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	Second half of August	JAPAN VIA SHANGHAI	First half of September
TJILATJAP	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIMAHI	JAPAN	First half September	JAVA PORTS	First half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 12th August, 1904. [14

Intimations.

IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from $2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904. [674

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 15th December, 1903. [804

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

42, *QUEEN'S ROAD,* Watson's Building.

50]

益 YAU LOONG. 利

CANTON.

NEW SEASON'S SELECTED GINGER AND FRUITS of Standard Quality.

Packed in RICH SYRUP AND BEST SUGAR.

STEM GINGER FOR TABLE D'HOTE.

Specially recommended.

Delicious and Wholesome.

Fixed prices for different assortments.

Orders will be promptly executed.

Hongkong Office at No. 3, Sai On Lane, facing Des Vœux Road, West, near Gas Works.

Hongkong, 19th August, 1904. [954

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1903. 784

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [595

GO TO

CHAZALON & CO.

FOR

BLACK and WHITE.

—PRICES—

BUCHANAN BLEND $12.50 per Case. BLACK AND WHITE $16.50 per Case.

ROYAL HOUSEHOLD $20.50 per Case.

Hongkong, 24th August, 1904. [707

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [32

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [29

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902 3

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [637

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE, Proprietor and Manager.

Hongkong, 15th August, 1904. [881

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 30th August, 1904, at 11 A.M., at their

Sales Rooms, No. 8, Des Vœux Road, (Corner of Ice House Street),

A QUANTITY OF

FRENCH BOOTS AND SHOES.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 29th August, 1904. [977

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION,

ON

SATURDAY,

the 3rd Sept., 1904, commencing at 2.30 P.M., at his

SALES ROOMS, DUDDELL STREET,

A FINE COLLECTION

of

JAPANESE CURIOS,

Comprising:—

HANDSOME SATSUMA WARE (BOWLS, VASES, INCENSE BURNERS, &c.), VERY FINE SILVER CLOISONNES, FINE KUTANI TEASETS, DAMASCENE CIGARETTE CASES, CUT VELVET PICTURES and WALL HANGINGS, SILK EMBROIDERED SCREENS, BED-COVERS, HANGINGS and D'OYLIES, and a variety of other Curios.

TERMS:—As Customary.

Catalogues will be issued.

On view from FRIDAY, the 2nd September.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 27th August, 1904. [978

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of September, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Tsat Tsz Mui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1731.	Near Shankiwan Road, Tsat Tsz Mui.	175'	85' 90'	235'	65' 70'	17,678	142	5,303

Hongkong, 27th August, 1904. [975

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of September, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Austin Road, Kowloon, in the Colony of Hongkong, for a term of 75 years, commencing from 14th day of March, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon, Inland Lot No. 1,158.	Austin Road and Kimberley Road, Kowloon.	150	100	85'-9" 135'-6"	259'-9"	16,945	136	6,100

Hongkong, 27th August, 1904. [976

For Sale.

FOR SALE.

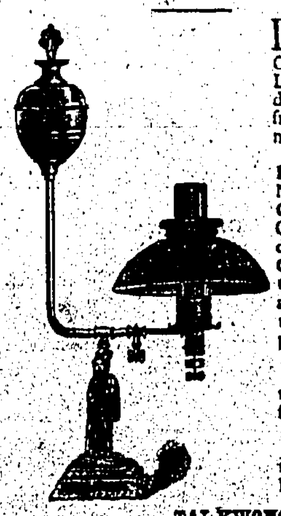
ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH, 8, Des Vœux Road.

Hongkong, 27th June, 1904. [769

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [31

Intimations.

ST. JOHN AMBULANCE ASSOCIATION.

IT is proposed shortly to hold two courses of LECTURES FOR LADIES, one in FIRST AID TO THE INJURED, the other in HOME NURSING, in connection with the above Association. Holders of Nursing Certificates will be invited to register themselves for service in the Hospitals of the Colony in case of need; but it will be obligatory to pass an examination in First Aid before the lectures in Nursing can be attended.

Ladies who are willing to enter for these courses are requested to send in their names to the Hon. Secretary (Rev. F. T. JOHNSON) before September 15th. If a sufficient number of Candidates be forthcoming one series of lectures will be given at the PEAK and one in VICTORIA.

Hongkong, 26th August, 1904. [972

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from $1,500,000 to $2,000,000 by the creation of 10,000 new shares of $50 each.
2. That such new shares be issued at a premium of $30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.
3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,

EDWARD OSBORNE, Secretary.

933]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 5 per cent. (Two Dollars and a Half per Share) for the Six Months ending 30th June, 1904, will be paid on application to those Persons who are Registered as Shareholders in the above Company on the 31st August, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to 31st August, both days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 25th August, 1904. [963

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF $10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of $10 each at a Premium of 10 per cent. or $11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of $11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is $600,000, divided into 60,000 shares of $10 each, and the New Issue is required to increase the Capital of the Company to $900,000 divided into 90,000 shares of $10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [754

ESPECIAL OLD TOM GIN.

Marshall and Elvy's.

Satinette

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES, De. Vœux Road.

Hongkong, 11th May, 1904. [608

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1903. [785

HOW MINES ARE LAID.

VESSELS SIGNAL TO THEIR OWN DESTRUCTION

"Battleships, Mines and Torpedoes" form the subject of an instructive paper by Park Benjamin in the *American Review of Reviews*. He thus describes the three chief forms of mines:—

The simplest and oldest form, equally dangerous to friend and foe, is the contact mine, which explodes only when a vessel actually strikes its projecting firing pin. A safer and better arrangement depends upon the closing of an electrical contact by the vessel colliding either with the mine itself or with a buoy connected to it, thus establishing a circuit through which the charge can be fired either automatically or at the will of a controlling operator. This is the usual expedient. The wires are led to a shore station or a ship. When not automatic, the electrical arrangements are such that each mine, as soon as struck, signals that fact to the operator, usually by lighting an electric lamp. He then presses a key which closes the firing circuit and explodes the charge. He may be far inland and entirely safe from hostile fire, and, of course, it is not necessary for him actually to see the devoted vessel which thus sends in a signal for its own destruction.

Ground mines, which rest on the bottom, are fired in the same way, and are especially employed when there are swift currents which would tear buoyant mines from their anchorages.

The phenomenal success of mines in the present war has naturally concentrated the attention of naval experts:—

Because of the perfection to which these devices have been brought and the comparative safety with which mines may now be handled, they are rapidly becoming a part of the equipment of war vessels. Squadrons or single ships now secure protection from attack in harbours in which refuge is taken by quickly mining the approaches; and, in our navy, this is made a regular drill during the summer manœuvres, and every effort is exerted to do the utmost celerity. So, also, an inferior force may shut up an enemy in port by laying lines of mines across the entrance.

The writer says:—

The most immediate of all questions is whether there is any protection obtainable by any method or means for the bottoms of battleships against torpedoes. It is widely believed, for example, that by devoting less weight to superstructure and guns, and more to strengthening the framing and bottom plates, a hull can be made which will resist such attacks.

He pleads for reconsideration before we go on building huge battleships of the old type.

PASSENGERS' LOST LUGGAGE.

A CLAIM AGAINST THE P. & O. CO.

In the City of London Court, on July 19th, a case of much public interest was heard, in which Mr. Heber Mardon, Litfield Place, Chifton, Bristol, sued the Peninsular & Oriental Steam Navigation Company for £12. 14s., the value of certain lost linen. Mr. Mardon and his son in-law went to Egypt in January last by the defendant Company's route. In March they returned to Marseilles by the P. & O. steamship *Arcadia*. After they had started from Port Said, a notice was put by the defendants to the effect that quarantine notices at Marseilles forbade passengers taking any soiled linen on shore. The plaintiff then put his shirts, collars, and other personal linen into a hold-all, when the steward and purser promised to send them to London and to the plaintiff. The things had been left on the ship and they had been lost.—Mr. Rowlatt, for the defendants, said there a special notice on the plaintiff's ticket showing that, unless a passenger insured his baggage, the Company was in no way liable for it. For the past fifty years the Company had been "touching up" the conditions on the ticket, until now it was impossible to hold them liable for anything. The purser and steward had no authority to enter into a new contract of bailment.—Mr. Charles, the plaintiff's counsel, admitted that, if the luggage had been lost before arriving at Marseilles, the plaintiff could not recover. But a new contract of bailment was made by the purser and steward.—Mr. Rowlatt replied that if the Company were to be held liable for obliging a passenger, the practice would be discontinued.—Judge Lumley Smith, K.C., said that the conditions on passengers' tickets in very small print were extremely annoying, because, as a rule, people did not read them. Nevertheless, they were bound by them, even when robberies took place by Company's own servants, which was going a very long way. The Company were protected by their own conditions, and judgment must be given for the defendants, with costs.

THE MODERN SOLDIER AND CONSCRIPTION.

(*By Lord Roberts.*)

Lord Roberts is the "master-worker" selected by Mr. Harold Begbie for character-sketching in the July *Pall Mall Magazine*—"a neat little man, with notable forehead, grizzled hair, heavily lidded eyes, a prominent smooth nose, a broad wiry moustache, and tufted chin." Asked whether he had ever felt that sensuous intoxication in battle described by Lord Wolseley, Lord Roberts said he could never recall such a sensation. Of the modern private soldier, he said:—

"AWAY, AWAY."

The period of the drunken, dissolute, and improvident soldier is past; it can never come back. The modern soldier is steady, self-respecting, painstaking, and clean-minded. He takes trouble with himself. He is anxious to get on. He is provident and ambitious. The change in the private soldier of late years is extraordinary; and, mark you, far from having lost any of the dash and spirit of his more dissolute predecessors, he is a keener and more efficient fighting man, and *just as brave*—a change, he considers largely due to the example of the officers. Getting drunk at mess, from being considered quite pardonable, came to be thought bad form, and would now entail dismissal from Service. "I know of many officers," said Lord Roberts, "who drink only water at mess—many of them."

Asked whether he thought conscription would ever come, he replied:—

CONSCRIPTION.

I do not see how that it is possible with our foreign Army. But for the foreign Army, no doubt we should have had conscription long ago. As it is, we shall probably come to some sort of cadet system which will insure every boy in the country learning at least the rudiments of defence. There is no reason why a military training should not form part of the curriculum of every school. Such a training is good for boys, and if it obtained in our Board Schools it would certainly conduce to a diminution in the numbers of the wastrels and loafers whom one sees about the streets. It only requires a little more decay of the ancient superstition concerning the horrors of the barrack-room to find the public welcoming a military training in our State schools.

Englishmen, I think, are more and more beginning to realise the great benefits, both physical and moral, of a military training. All the agitation concerning physical degeneration points, I think, to the adoption by the nation, in some form or another, of a thorough and systematic military training. It may be that in this direction lies the future of national defence. But, however that may be, there will always exists the need of a very perfect and swift-striking army for foreign service.

MR. CHAMBERLAIN AGAIN.

GLASS TRADE AND DUMPING.

Mr. Chamberlain has drawn attention to the decay of the glass-making industry. Investigation at Sunderland shows that where the famous Hartley's Glass Works used to stand, the area is given over to streets of workmen's dwellings. The works have disappeared. But the Glass industry, in spite of foreign competition, is by no means extinct. There are other works which have successfully struggled against the foreigner. A conversation with Mr. Wm. Johnston, a pressed-glass worker, living in the neighbourhood, at 18, Saint Mark-street, Sunderland, England, elicited that in spite of Mr. Chamberlain's figures the works where he is employed were working full time.

"It almost seems," he said, "as if the attention drawn to the glass industry had brought about this revival.

"If this had happened a year ago," he went on, "I could not have shared in this prosperity—I was so ill. Eighteen months ago I was attacked with indigestion. Our work is trying, and I became so ill that I had to lie off work altogether. I suffered terribly from constipation, and I felt as though a tight iron band was continually pressing and squeezing me. I could not eat. Food gave me only nausea, and I got little sleep. I was worn to a skeleton—was only a shadow of my former self.

"I was," he added, "quite in despair, when I read an article on a remarkable cure by Dr. Williams' pink pills for pale people. That was nearly four months ago. I began to take the pills and felt a change for the better before I had got through the first box. To my delight I could eat without vomiting afterwards, and as I continued with the pills I became strong and hearty, and returned to work in time to share in the rush of employment.

"I kept on with the pills for nearly three months. They have made a new man of me. They have given me fresh life altogether." [50

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9⅛
Do. demand	1/9 9/16
Do. 4 months' sight	1/9⅜
France—Bank T.T.	2.26
America—Bank T.T.	43⅜
Germany—Bank T.T.	1.83
India T.T.	134
Do. demand	134½
Shanghai—Bank T.T.	71⅛
Japan—Bank T.T.	88⅜
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	108

Buying.

4 months' sight L/C.	1/9⅞
6 months' sight L/C.	1/10
30 days' sight San Francisco & New York	44⅛
4 months' sight do.	45
30 days' sight Sydney and Melbourne	1/10⅛
4 months' sight France	2.30
6 months' sight "	2.31⅛
4 months' sight Germany	1.87½
Bar Silver	26 3/16
Bank of England rate	3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	@ 980/1,020
" Old	@ 1,050/1,100
" Older	@ 1,130/1,200
" Oldest	@ 1,250/1,320
Patna New	@ 1,192½
Benares New	@ 1,160
Persian (Paper)	@ 850/900

Intimations.

THIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [892

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S., 37, DES VŒUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [58

Intimations.

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to— "W." C/o *Hongkong Telegraph*.

Hongkong 6th August, 1904. [914

WANTED.

A SECRETARY FOR THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, 10, Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS, Secretary.

17th August, 1904. [937

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [643

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER, WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND WE NOW OFFER THEM FROM

$365 TO $850.

NEW CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPRESS OF CHINA."

WE WILL SUPPLY AN **UPRIGHT IRON GRAND** AND A **PIANO PLAYER** FOR $825. CASH OR CREDIT TERMS.

These Players have been tested in Hongkong for 5 years (at Peak included) without a Single Failure, which can be said of no other Player.

THE

ROBINSON PIANO Co., Ld.

Hongkong, 3rd August, 1904. [39

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depôt, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENRERG, General Managers.

Hongkong, 20th May, 1904. [677

Intimations.

THE TRADE MARKS ORDINANCE, 1898

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that FERD. BORNEMANN, of Shanghai, in the Empire of China, Merchant, has on the 11th day of July, 1904, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:—

"The Representation of a Chinaman sitting on a stone, underneath a tree, on a hillside path by the sea, holding in his left hand a glass and having at his feet a punch bowl and ladle."

in the name of FERD. BORNEMANN who claims to be the proprietor thereof. The Trade Mark is intended to be used by the applicant forthwith in respect of the following goods:—Stripes and Woollen Cloth, in Class 34. A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 28th day of July, 1904.

DENNYS & BOWLEY, Solicitors for the Applicant.

886]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance's* wharf at Macao.

FARE:

1st Class Single Ticket $2.00, with Cabin $3.00
" Return " $3.00, " $5.00

Tiffin and Dinner may be had on Board at $1 each meal.

YUK ON & CO., LD.

Hongkong, 8th August, 1904. [919

Masonic.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 1st September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd August, 1904. [965

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1896. [52

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co., General Agents, Hongkong.

HOCKS AND MOSELLES.

	Per Case. 1 doz. qts.	Per Case. 2 doz. pts.
Rudesheimer 1900	$17.00	$19.00
Uerziger 1900	18.00	20.00
Rudesheimer Engerweg 1897	18.00	20.00
Johannisberger 1897	22.00	24.00
Zeltingerburg 1900	24.00	26.00

CLARETS.

	Per Case. 1 doz. qts.
St. George	$4.00
Cru Wynbron	4.50
Côtes	5.00
Montferrand	5.50
Medoc	6.00
St. Emilion	6.00
St. Estephe	6.50
St. Julien	7.50

SPANISH CLARET.

Bottled by La Compania Vinicola del Norte de España, Bilbao.

	Per Case. 1 doz. qts.
Rioja Clarete	$12.00

JAPANESE BEER,

"KABUTO" BRAND.

HIRANO WATER

"PEACOCK" BRAND.

Hongkong, 22nd August, 1904. [785

Intimations.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

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BLEND

VERY OLD LIQUEUR

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WHISKY.

IS ATTAINED ONLY BY

Great Age, being
thoroughly matured
and Superior Quality
Uniformly Maintained.

Price $16.50 per Dozen.

A. S. WATSON & Co.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 29th August, 1904. [35

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

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DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
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ELECTRO-PLATED,
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CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904. [45

E. C. WILKS & Co.,

MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam and Motor Launches.

Contract for New Tonnage on reasonable terms with First-class Builders.

A large stock of Canadian Asbestos and Asbestocel goods kept.

Agents for Messrs. Allen & Sons: Electrical Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone—No. 358.

Hongkong, 3rd May, 1904. [581

NOTICE

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.
WEEKLY—$18 per annum.

The rates per quarter and per mensem, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 90 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five Cents.

DEATH.

At the Peak Hospital, on the 29th August, GEORGE MANINGTON, of the *Hongkong Telegraph*. Aged 35 years.

The Burial will take place at the Roman Catholic Cemetery, Happy Valley, at 9 a.m. to-morrow, the 30th inst.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 29, 1904.

LOCAL AND GENERAL.

THE third cutting of the Peiho river is now open to navigation.

H.M.S. *Espiègle* was to leave Chinwangtao on the 19th for Weihaiwei.

THE French mail of the 26th July was delivered in London on the 25th inst.

THERE was only one case of plague notified during the week ended 27th inst.

THREE Russian prisoners escaped from the Shinya temple at Takamatsu on the 10th, but were recaptured within an hour.

THE Russians are building a great wall, 18 feet high, 36 feet broad at the bottom and 8 feet at the top, to protect Harbin.

A VOLUNTEER Fleet is to be constructed in Japan by public subscription, to consist of vessels of 5,000 tons and upwards.

THE captain and over 200 of the crew of the *Rurik* were killed or drowned. The prisoners, some 600, were landed at Sasebo on the 16th.

TIENTSIN was disappointed by the intimation that the S. C. C. cannot send an eleven to Tientsin this autumn as a team is being sent to Hongkong.

WARNING of an uncharted rock in the Pechihli strait on which the Norwegian str. *Unison* was wrecked on the 12th inst. is given in a notice to mariners.

THE aquatic sports of the Victoria Recreation Club will be held on the 5th, 6th, 7th and 17th prox. Further particulars will be found in our advertisement columns.

SIR Robert Hart has purchased Mr. James Brazier's property at Peitaiho and is proposing to build a sanitarium for members of the Customs service requiring sea air.

IT will be seen from our advertisement columns that the Volunteer concert will be held on Friday next, weather permitting. The programme remains unchanged.

THE text is given in Japan papers of the very sympathetic telegram dispatched by the German Emperor with reference to the death of General Viscount Yamaguchi, and the Japanese Emperor's graceful reply.

REFERRING to Port Arthur, the *P. & T. Times* says that if the Japanese "can only keep the game going long enough, all these formidable forts will grow silent one by one from the inevitable exhaustion of ammunition."

THE *Peking & Tientsin Times* says that Mr. Charles Absolon, the veteran Middlesex County cricketer, celebrated his eighty-seventh birthday the other day. Seventy years ago he played in his first match, retiring in 1896. His record includes 24,650 runs and 8,015 wickets.

THERE is to be a moonlight excursion on the tender *Samson* to-morrow evening. This is an announcement in a recent issue of the *N. C. D. News*, which brings back happy memories, and makes one think how backward we all are in Hongkong in not organising something of a similar character here.

THE arrival of M. Cito as successor to Mr. Willis E. Gray as the head of the American-China Development Co. (the Canton-Hankow Railway) has been followed by the cancelling of Mr. Kingsford's appointment as chief accountant, that gentleman receiving his full salary up to the end of his agreement, and the appointment of Mr. C. C. Baldwin as agent of the Company in China.—*N. C. D. News.*

FOLLOWING is the programme of music to be performed by the band of the 93rd Burma Infantry on the new parade ground, this evening:—

March	"Soldiers of the King"	Hewitt.
Overture	"Medusa"	Elliot.
Selection	"Three Little Maids"	Rubens.
Intermesso.	"Pendant le Bal"	Gillet.
Selection	"Merry England"	German.
Valtz	"Diana"	Kirby.

God save the King.

THE C. N. S. *Taiwan*, which arrived at Shanghai on 21st inst. from Hongkong, reported: At 5.30 a.m. on the 21st instant, passed three Japanese men-of-war, two miles north of Elliott Island, cruising about very slowly. At 6.40 a.m., passed two Japanese torpedo-boat-destroyers about five miles south of the Fairway Buoy, proceeding slowly south in the direction of the cruisers. The *Taiwan* brought to Shanghai 41,857 copper ingots and 102 cases of opium.

NOT long ago, Viceroy Tsen Chun-hsuan sent a memorial to the Throne dwelling on the Kwangsi rebellion, requesting that as a means of raising military funds, which are sorely needed at present, he may be allowed either to sell substantive official rank in Kwangtung or to contract a foreign loan. In response to that memorial he was allowed to carry out the former part of his request which has been submitted to the discussion of the Board of Civil Rights and the Board of Revenue.—*Eastern Times.*

THE Brunswick *Landeszeitung* hears from a most trustworthy source that the German Crown Prince will start on a voyage round the world at the beginning of the autumn. The voyage is to be made on board the training-ship *Charlotte*, which is at present undergoing repairs in the shipbuilding yard at Kiel. The Crown Prince, it is stated, will have the same suite of cabins as was used by the late Duke Paul Frederick of Mecklenburg. His Royal Highness will not do duty as a naval officer during the voyage, but will devote his time to studying and gathering information.

JACK Burke the American pugilist has just emerged from Hospital in good fettle. It will be remembered that after making an arrangement with James Christie for a fair set-to, he was through illness unable to carry out his agreement. He now informs us that prior to leaving for America, he is open to meet any middle-weight in the Colony, for a stake ranging from $250 to $1,000 aside, the winner to have also the gate receipts. On the latter point, however, he is willing to agree that only 75 per cent the turnstile results shall go to the winner, and the balance to the loser.

AT the Supreme Court this morning, before the Acting Chief Justice, (Sir H. S. Berkeley), Mr. H. E. Pollock K.C., (instructed by Mr. G. K. H. Brutton) mentioned the action Yu Shing v. Shan Hing Chung. Counsel for the plaintiff said that it would be noted that on 29th July last the plaintiff brought an action for the delivery by the defendant of a certain document, having on the 1st July obtained leave to proceed *ex parte*. The defendant handed over this instrument, and therefore the only matter substantially before His Lordship was upon the question of costs. The defendant had not paid the costs though he had been informed by letter from the plaintiff's solicitor that if he did not pay he would be proceeded against. No defence was forthcoming, and His Lordship made an order that defendant at once pay the costs of the suit.

S.S. "YING KING" IN COLLISION.

The danger of navigation in the harbour of Macao is once more demonstrated in the accident, resulting in the collision of the s.s. *Yingking* with a large fishing junk, which occurred in the inner harbour at Macao yesterday. The river boat was on her usual Sunday excursion trip from this port and accordingly carried quite a large number of European as well as Chinese deck passengers. At 11.30 in the forenoon the first blast of the whistle announced the approach of the *Yingking* at Praya Grande. According to the ordinary rules of precaution it might reasonably be expected that the fairway in the inner harbour would have been clear of all junk traffic to allow of the steamboat entering the port with the least obstruction in an anchorage where masters of steamers are beset with more than the ordinary difficulties in the way of river navigation. But Chinese disregard of all "rules of the road" is a notorious shortcoming on the part of Chinese masters of junks as has but too often been shown in a number of cases that have been brought to the notice of the Government in our own harbour. The failure by the junk master to observe the regulation to keep clear of the channel on the arrival of the river steamer directly contributed to the collision which occurred in the Portuguese port yesterday.

Just as the s.s. *Ying King* was negotiating the most difficult bar by describing the large circle round the Barra Fort, a large fishing junk was observed a couple hundred yards or so away making direct across the only channel for the steamer's course. Those on board of her observed the unseamanlike manner by which the junk was steered, and Capt. Page in ample time blew a succession of blasts to warn the junk off her course. Instead, however, of porting the helm and so give a clear course for the *Ying King* to steer, the master of the junk deliberately attempted to cross the bow of the incoming steamer. She was then going dead slow but had sufficient way to make a collision at this point almost inevitable. The bow of the steamer came in direct contact with the high stern of the native craft which she damaged; and the impact was sufficient to cause a portion of the bow of the *Ying King* to be stove in. The cost of the repairs necessitated by the damage is estimated at about $500.

Immediately on observing the accident from the Portuguese gunboat *Diu* in the vicinity, the officers ordered a gig to the launched. Only one sailor from the junk was thrown into the water when she collided with the steamer. He was promptly rescued, and felt none the worse for the "ducking."

The *Ying King* resumed the journey to Hongkong at the advertised time; her damaged bow being temporarily patched up by a sheet of canvas, in which condition she could be seen at her Hongkong wharf to-day. The Chinese junk is anchored in the stream in her damaged condition at Macao, pending the result of the inquiry which will be held in that Colony.

The congested state of this part of the harbour of Macao has been the subject of representation to the Portuguese Government, and it is to be trusted that the harbour officials of the Portuguese colony will do what lies in their power to minimize the dangers attending the safe navigation of the river steamers daily entering in and clearing out of Macao.

DEATH OF HONGKONG JOURNALIST.

An able colleague and the most genuine of friends was taken from us to-day in the person of Mr. George Manington who died at the Peak Hospital shortly before one o'clock this afternoon. He first became associated with the press many years ago, when as a medical student, in Paris, he was appointed to the corresponding staff of *The Times*. His was a roving disposition and after being in the French capital for some time the idea entered his head that he should join the army. So he enlisted in the Foreign Legion and fifteen years ago came out to the Orient, after being stationed in Algeria for some time. In Indo-China he became a non-commissioned officer, saw plenty of active service and received decorations for meritorious conduct from the French Government. When the fighting was over, Mr. Manington settled down at Haiphong where he quickly built up a profitable business and shortly afterwards was a regular contributor to our columns. The many long years in the tropics were gradually beginning to tell on his constitution, which though naturally robust could not withstand the inroads resulting from the trying climatic conditions prevailing in the swampy jungles of Tonkin. The close of 1902 found him so unwell that he was obliged to come over to Hongkong and go into hospital. After a severe illness he was ordered home and in February last year took steamer for England. While there he continued to correspond for this paper at the same time as his contributions on Indo-China found ready acceptance by the numerous prominent journals in the old country. During his spare moments, and they were but few, his literary activity was evinced in the compilation of a volume recording his experiences "With the Foreign Legion." The MS. has since been put in the hands of the publishers at home. Fate has, however, robbed our friend of the reward which would undoubtedly be his upon the publication of a work pronounced by competent critics to be the first original book upon the French Colonial possessions in the East on which the deceased gentleman possessed especial qualifications to write. For Mr. Manington's knowledge of the French language and the people of the Republic as well as his insight into French Colonial administration is excelled only by his exceptional ability in the language in which he graduated in the early 90's at one of our universities. While in Tonkin he became acquainted with Dr. Morrison, the famous *Times's* correspondent in the East, and as friends many hours were pleasantly spent together by the famous journalist and Mr. Manington during the former's sojourn in the South.

Being desirous of again coming to the East he was appointed assistant editor to this journal upon his arrival here on the 2nd September last year, and up to within a short time back ago he wrote some of the best articles that have ever appeared in these columns. He followed the progress of the Russo-Japanese war with an intelligent interest equalled to that of an expert critic, and his observations on the naval battles in the early stages of the war which have appeared in this publication were read with much avidity in Japan, whose leading vernacular papers translated most of the articles with a just meed of praise to the writer.

Mr. Manington's friends were numerous in Hongkong. During his recent illness, which has had so sad a termination, inquiries daily reached us from almost every section of this cosmopolitan community. We had hoped that his fine constitution would have withstood the malady which unhappily had too firm a hold on his system. In spite of the unremitting care of Drs. Muller and Justi, by whom he was treated from the first, he never really rallied until, when all hopes of his recovery had been given up, the announcement was broken to his friends whose evident regret and sorrow at the prospect of the loss of a brave colleague were testified by the almost daily visits made to the patient at the Peak Hospital, who was in a fast sinking condition.

To the Rev. Father Spada, M.A., of the Roman Catholic Mission, our sincere thanks are here recorded for his solicitations to Mr. Manington to whom he dispensed all the religious ministrations of the creed to which our colleague belonged. The reverend gentleman was with him throughout last week, and at a late hour yesterday when he found that the stream of life was fast ebbing away, he pronounced the dying absolution, and our friend received it with all the solemnity of his last moment. The hour of his death was like unto the brave life that he led; for to his oldest friend in this Colony he expressed not the fear of death, but the wish for "a long rest;" and may he rest in peace!

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 29th at 10.20 a.m. The barometer has risen slightly in S. China and fallen at all other stations, but is stationary in the Philippines.

The greatest pressure is now found in the southern Philippines, and the least in the Pacific, eastward of the Loochoos.

The typhoon, last referred to on Aug. 26th as a depression moving slowly to the N.E. overland, would appear to have made its way into the Formosa Channel, entering it between Amoy and Swatow.

Fresh variable winds will be met with in the Formosa Channel and fresh S.W. winds in the northern part of the China Sea.

Forecast:—Moderate W. to S.W. winds, fine.

ACCORDING to Berlin advices, the sum of eight million roubles is missing from the central treasury of the Russian National Red Cross Fund, practically sweeping away all the cash available for the needs of Kuropatkin's army. The Tzar is said to insist on the punishment of the culprits, whoever they may be.

THE "DIANA" AT SAIGON AND KWANGCHOWWAN.

INTERVIEW WITH HER COMMANDER.

We translate from the *Courier d'Haiphong* of the 23rd inst. an interview obtained by one of its correspondents, with the commander of the second class cruiser *Diana*, of the Vladivostock squadron, which escaped from near Port Arthur after the recent engagement.

The journal states that great astonishment was created among the residents and frequenters of the Hotel de Commerce at Haiphong, at mid-day, on Sunday, the 21st inst., at seeing two Russian naval officers in uniform enter the place. These were the Prince de Liévin, commander of the *Diana*, a cruiser of the squadron at Port Arthur, which escaped ten days previously from the Japanese fleet, and the Baron Ugera Stornberg, commissary of the cruiser, which had anchored in the night in Along Bay. This was not the first visit of the Prince de Liévin to Haiphong, as he was there two years ago to meet the Princess, his wife, who remained there some days in the course of her voyage before proceeding to Port Arthur.

The correspondent continues, that for three years past he has had the rare good fortune to see all the superb vessels of the Russian squadron, both at Port Arthur and at Vladivostok, and enjoyed the hospitality of many of them. On the previous day he had the honour of being received by the Prince de Liévin and the Baron Urgera Stornberg, and remained in conversation with them for some hours, during which they spoke of their movements, the present situation, and the consequences and results of the war in progress.

It must not be thought, declared the Prince, that his *sortie* on the 10th inst., was at all a foolish or unreasonable act, or a desparate step, nor with a view of getting away from the neighbourhood of Port Arthur. It was, on the contrary, an act maturely thought out, the consequences of which had been well considered for a long time before. The fleet, blocked at Port Arthur, represented idle millions; the ships unable to conceal or defend themselves, or move in the port, and unnecessarily exposed, were in daily danger from the Japanese bombardment; to remain in was to condemn themselves to a useless death and destruction. It was, therefore, better and braver, to risk the *sortie*, and make the attempt, even should it fail, as it were preferable to sail to a glorious death, which would cost the enemy dear, than to end miserably at anchor and receive their *coupe de grace* in a position from which it was impossible to retaliate. And so the order was given. It was done methodically, wisely and with a foresight for eventualities which might occur in the course of the struggle.

SEALED ORDERS.

The commanders of each of the ships received from the Admiral a sealed letter, with orders not to open it, during or after the action without a signal being given, and they were conform themselves at all points strictly to their orders, without concerning themselves about what the others were doing.

You know the results of our attempt, he said. It was not in the least of the character of a disaster, as the Japanese sought to make out. If we have suffered losses the enemy has also suffered, and has proved guilty of cruelties. Several of our ships have managed to escape, ready, hereafter, for further combat and will be valuable auxiliaries to our Baltic Fleet, to meet which they are ready; and if any have sought refuge in neutral ports, they will disarm in conformity with international conventions, but none the less will they be united, once the war is over, and serve as a nucleus for the formation of our new fleet. The fight has been, as it should be, very smart—and I wish to say, our adversaries' assertions to the contrary notwithstanding—which would make the world believe that they are invulnerable—that one vessel alone, namely, the *Tsarevitch*, has done more damage to the line of the enemies' squadron than all the enemy's boats could do. We are convinced that the Japanese fire badly; particularly with their torpedoes; they launched no less than seven at the *Diana*, and not one touched her. Those were the numbers known at the moment, but probably it would be found later there were more. However, one bomb reached us penetrating the hold, causing a jet of water which, in a few minutes, filled two of our compartments. We had forty killed on board including one officer.

ORDERED TO KWANGCHOWWAN

It was at that moment that the signal was hoisted on the Admiral's ship. The order was given us to avoid a battle, and to do the impossible—to reach Kwangchowwan! At the same moment, scattered in all directions were the other ships of our fleet, to the great surprise of the Japanese, who were in the position of a chaser who finds its quarry so placed that he did not know where to fire. And to make the situation the more difficult for them, they were given to understand that they had never engaged a superior force. It was impossible for them to follow us all without renouncing the blockade of Port Arthur—and it is that that explains how several of our ships managed to escape through the circle of iron that surrounded us. Navigation was slow and terribly difficult, on account of the water which had got in to our ship. We succeeded, however, in reaching the goal to which we were sent.

AT KWANGCHOWWAN

"Here," wrote the interviewer, "I put in a parenthesis, interrupting the recital of the Prince de Liévin, to call to mind that the navy, renouncing the project of Mons. Doumer in what concerns Kwangchowwan is preparing to evacuate the port, where he dreamed for a moment of creating a point of defence. To proceed to this evacuation, and in the absence of the *Aspic*, away on a mission to Siam, afterwards returning to Cochin China for the Poulo-Condor affair, the *Pascal*, of the fleet in China, was put for some time at the disposal of Commander Joulio, who, since then, was on the spot, ready at any time to complete his task and return to Haiphong, when the *Diana* arrived at Kwangchowwan, under the conditions that we will now relate. It is useless, I think, to insist upon the welcome, which was received alike by the Naval Commander at Tonkin, by the officers and men of the *Pascal*, and by the little garrison at Kwongchowwan to the valiant men arriving there. But it is important, as depicting the sentiments of each, that no time must be lost because the danger of a pursuit on the part of the Japanese had always to be considered, and it was necessary that they conform strictly to all the laws which absolute neutrality imposes. The *Diana* requested the placing at her disposition of coal, about eighty tons, sufficient to take her to the nearest port—Haiphong, as it happened, in the Along Bay—which was done in conformity with international conventions. But another sinew of war was wanted by the *Diana*, of which she had great need—money. They had, certainly, a very large amount of roubles, but that money was not legal tender in the country to which she wished to go, so it was important for her to change it to current coin of the realm. The *Pascal* leaving, in the meanwhile, for Tonkin, took on board the Commissary of the *Diana*, who was charged to make at that place arrangements to change the money, and negotiate a draft for one hundred million francs. The *Pascal* moved into the Along Bay on Friday evening, and on Saturday, during the day, in one of her long boats, Commander Joulio, and the Commissary of the *Diana* arrived at Haiphong. In the meantime, the *Diana*, moving at the slowest possible speed, arrived in her turn at Along Bay, on Saturday evening, and whilst she took in some hundreds of tons of coal, limited by our laws of neutrality, her commander, sent for from Haiphong by the Director of the Banque de l'Indo-China, to negotiate about the money mentioned, arrived there on Sunday morning. In the meantime the Commander of the Navy had gone up to Hanoi, on Saturday, to make his report to the Governor-General of all that had happened, and to send to the Government and ask for instructions as to his procedure in the circumstances, although Commander Joulio, in the name of the Governor-General offered the Prince de Liévin to allow him to disembark his wounded to the number of twenty, which would be taken care of at Tonkin in the French hospitals, but the commander of the *Diana* refused to separate himself from his men though thanking him for the gracious offer that was made to him.

At the time of writing the above, adds the *Courier*, the *Diana* has left the harbour more than twenty-four hours, all lights extinguished, under the guidance of Pilot Ricardoni from the shelter of the Bay for a destination which we do not consider ourselves justified in divulging

CAPTAIN Robertson, of the ketch *Jura* trading between Queensland and New Guinea, in a letter to T. Pratt, of the London Missionary Society, relates a remarkable experience. The ketch was in a dead calm, when a waterspout approached, and appeared likely to overwhelm the vessel. There were 16 passengers on board, and most of them had guns. Captain Robertson ordered them to fire a volley, and this was done when the water-spout was a short distance off. The firing had the effect of breaking the spiral form of the waterspout, and it most likely was the means of saving the vessel and those on board.

THE following is from the *China Times*:—Chinchow, 11th August.—During the night of the 5th instant two battalions numbering over 3,000 men of the mounted bandits attacked the Russian Commissariat at Tiehling from two roads. At the time the Russian soldiers, who were asleep, thought it was the Japanese who were attacking them and fled in great confusion. The Russians had over 600 killed and wounded, and the bandits took the provisions and arms of the Russians. Those which they were unable to carry away were burnt. This is the boldest attack of the mounted bandits the Russians have ever experienced.

THE following are stated to be the instructions telegraphed to Kiaochou by the Foreign Office at Berlin:—1.—Warships of either belligerent entering the harbour of Kiaochou may be supplied with coal and provisions sufficient to take them to the nearest port belonging to the respective Powers, but they must leave port in twenty-four hours. 2.—In case they are unable to clear in twenty-four hours, their departure may be postponed another twenty-four hours. 3.—Any warship declining to leave within the period mentioned above should be disarmed and kept under the surveillance of the local authorities. 4.—A warship that has once entered harbour shall not be permitted to enter it a second time.

SHIPPING AND MAILS.

MAILS DUE.

German (*Bayern*) 30th inst.
American (*Mongolia*) 30th inst.
American (*China*) 31st inst.
Canadian (*Empress of Japan*) 6th prox.
Australian (*Chingtu*) 7th prox.

P. & O. S. N. Co's s.s. *Japan* left Singapore for this port on 27th inst., at 8 a.m.

The P. & O. S. N. Co.'s s.s. *Nankin* left Singapore for this port on 27th inst., at 5 a.m.

The N. G. I. Co.'s s.s. *Ischia* left Singapore for this port to-day, and may be expected here on 3rd prox.

The Java-China-Japan Line s.s. *Tjipanas* left Macassar for this port on 29th inst., and may be expected here on 6th prox.

The P. M. S. S. Co.'s s.s. *Mongolia* with mails, &c., left Manila yesterday at noon, instead of the time previously advised. She is due here at 6 a.m. to-morrow.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 1 a.m., on 27th inst., and left again at 9 p.m., same day, for Nagasaki where she was due to arrive at 8 a.m., on 29th inst.

TELEGRAMS.

(Reuter's.)

The London Chamber of Commerce and Contraband.

LONDON, 26th August.

The deputation mentioned in yesterday's telegram was the outcome of the Chamber of Commerce meeting, to which Mr. Balfour had intimated his readiness to receive a deputation immediately. Mr. Balfour declared that while admitting that coal and food were contraband if intended for warlike purposes, he disputed the Russian doctrine. In reference to these and other things the Government had clearly defined to Russia the position of Great Britain from which there was no possibility of her receding. It was not proved that Russia had differentiated between British and foreign ships, but if it should be so proved the most serious situation would arise.

LATER.

The Russian Baltic Squadron.

Two Russian ships carrying coal and water for the Baltic squadron have passed the Bosphorus.

27th August.

KUROPATKIN REPORTS.

General Kuropatkin, in a long and confused despatch, reports continuous fighting southeast of Liao-Yang, extending from the morning of the 24th to the evening of the 25th instant, when the enemy was advancing in force on Lian-Dian-Sian, 27 miles southeast of Liao-Yang, apparently after having ousted the Russians from their advanced positions.

The Strike at Marseilles.

The Marseilles strikers threaten to extend the strike to every port in France unless their demands are conceded before to-morrow.

(N. C. Daily News.)

News from Port Arthur.

Chefoo, 22nd August.

An arrival from Yangtaowan states that the Japanese are building forts on the hills they have occupied.

One of the forts on Yitseshan was destroyed by the Japanese, who for strategical reasons again returned to their position at Shuishiying.

The most furious fighting is now taking place in the northern direction.

(Shanghai Mercury.)

German Attache Escapes from Port Arthur.

CAPTURED BY JAPANESE AND SENT TO KIAOCHOW.

Tokio, 21st August.

Admiral Togo reports that a Japanese torpedo boat on examining a native junk which came out of Port Arthur on the 18th instant found Lieut. Commander Hoppmann, of the German Navy, who had been in Port Arthur. He left Port Arthur in accordance with the august wishes of His Majesty the Emperor of Japan regarding the removal of the non-combatants in Port Arthur. Our navy despatched the *Yayeyama* to Kiaochow and conveyed the German naval officer safely to that port.

Attache Interviewed.

Chefoo, 22nd August.

Lieut.-Commander Hoppman who arrived at Tsingtao the other day by the Japanese cruiser *Yayeyama* from Port Arthur has told an interviewer as follows:—

The foreign attaches in Port Arthur were one American, one French and two German officers of whom a German and French officer left Port Arthur on the 14th instant by a junk from Pigeon Bay to Shanhaikwan, and the American left Pigeon Bay on the 17th by a junk to Shanhaikwan. Lieut. Commander Hoppmann left Port Arthur by a native junk on the 18th instant and met a Japanese torpedo boat destroyer and went on board the flagship of a certain Japanese Rear Admiral and thence went on board the *Mikasa*, the flagship of Admiral Togo, with whom he had an interview. Then he was transferred to the cruser *Yayeyama* and sent to Tsingtao. He left his baggage on the junk which caused a certain rumour about him, but he had been treated very cordially by the Japanese navy.

As all the foreign attaches have left Port Arthur there is no doubt about the nearness of the fall of Port Arthur.

R. A. O. B.

At a largely attended regular meeting of members of the Royal Antedeluvian Order of Buffaloes, held in the Club rooms on Saturday last, Primo P. D. Hyett was installed in the chair for the ensuing month, and invested his officer as follows:—

Sitting Primo	Primo P. D. Hyett.
City Marshall	Primo S. D. Setna.
„ Tyler	Bro. W. Skinner.
„ Chamberlain	Bro. W. Walstow.
„ Constable	Bro. Seveda.
„ Taster	Wong Ko Tong.
„ Secretary	Primo J. J. Blake.
„ Treasurer	Bro. Tsung Hee.
„ Minstrel	Bro. MacLean.
„ Physician	Primo Thompson.
„ Register	Bro. T. Webb.
„ Waiter	Primo Radcliff.
Asst. City Waiter	Primo H. P. Madar.
Alderman of Benevolence	Primo J. H. Oxberry.

Primo Stainfield having been presented with a very handsome jewel, a musical programme was then carried on the following contributing:—Primos Hyett, Oxberry, Stainfield, Goodhall, Setna, Bro. Festonji, Rid'ey Cooper, Webb. —*Contributed.*

THE WAR.

DESTRUCTION OF THE "HIPSANG."

CAPTAIN'S GRAPHIC STORY.

At a naval court of inquiry, held at Shanghai, into the circumstances attending the loss of the British steamer *Hipsang*, on the 16th ult., Captain Bradley told the following story, which is summarised from the reports printed in the Northern papers:—

At 4.20 a.m. on the 16th July when the weather was beautifully clear for miles and the land boldly distinct, he was in his room when he heard the sound of a shot fired from somewhere to the westward of the ship. He ran out to the bridge ladder, meeting the second officer half-way down the steps, and who said words to this effect "A torpedo-boat has fired a shot across the bow sir." Witness answered with words to this effect "All right, sir, hoist the ensign up," and running up on the bridge and across to the telegraph stand he rang "stop" on the engine-room telegraph. He had no sooner done so, than another shot was fired from a torpedo-boat-destroyer that was on the starboard side abath the beam. He at once rang "full speed astern" on the engine-room telegraph. Then another shot was fired from the torpedo-boat destroyer, and then another and another—the intervals between the shots not being a long one—and as one shot passed close behind him on the bridge, hitting something which he believed was the chart-table, he realised that the torpedo-boat-destroyer was firing at the ship, so he called out to the chief officer "Mr. Smith, get the boats out." Meanwhile the torpedo-boat destroyer was firing at the ship. Subsequently she fired what he believed was a torpedo—anyhow the ship was struck in the stern by either a shell or a torpedo, and there was a vibration felt, and she began to sink by the stern. Before the ship was struck by this shell or torpedo, the English ensign was up and flying from the flagstaff aft. When the way was off the ship he rang "stop" and then saw to the safety of the passengers and crew. Meanwhile the destroyer had come alongside and most of them having got on aboard the officers and engineers began calling out to him on the destroyer; so he got down a rope on to the bridge of the destroyer where the captain was. The Russian captain then asked him if he had got the ship's papers, and as he had not the British captain ran and fetched them. Afterwards the destroyer backed away from the *Hipsang* which was raising her bow out of sea. Then the vessel raised her bow right out of the water to near the No. 2 hold, and the funnel was engulphed; and she then slid down stern first and disappeared beneath the waves. Several rescues were effected and the destroyer steamed towards the land. Whilst on the bridge the witness asked the Russian captain what he meant by firing on a defenceless merchant ship flying the British flag. He answered words to this effect: "Why you not stop?" Witness explained that he had done so, and that the vessel was also burning lights. He denied having fired on the destroyer, and said it was ridiculous to imagine such a thing. They spoke a good deal together almost constantly on the way to Pigeon Bay, and the Russian captain was kindly and courteous in his manner, and struck witness as being not only a brave man, but a kind-hearted man. He deplored war, as being a terrible thing. His officers also were very kind, supplying spirits to those that needed some, and clothing also, and having the wounded attended to and bandaged and given something to eat. This torpedo-boat destroyer had four funnels, and had a large No. 7 painted on the forward funnel. She was in an exceedingly dirty condition when they arrived in Pigeon Bay. They were then marched to Port Arthur, and at the Police Station he was introduced to the Captain of the *Retvizan* who spoke very good English and asking him to be seated at a desk, produced pens, ink and paper, and requested him to write down answers to questions that he would ask. These questions related to the sinking of the *Hipsang* and what had taken place. He did so; and after witness had left the room the officers and engineers were called in and he was given to understand by them afterwards that they had been asked by the same gentleman, to write out answers to questions he had asked relative to the sinking of the *Hipsang*. They were then given food and subsequently sent to an empty house and each supplied with a bed, a mattress, pillow, and blanket, and in that house they remained during the sojourn in Port Arthur, a gendarme being on guard over them the night and day during the whole of the time. The day following they were again called up to the police station one at a time, and asked further questions by the captain of the *Retvizan*. He found the captain of the *Retvizan* there, and another Russian officer of high rank. The contents of the despatch box were then noted and after the list had been completed, at the request of the Russian captain, witness showed the course he had steered after leaving the Newchwang Bar. Capt. Bradley then explained to the Court how it was that the torpedo-detroyer No. 7 came alongside the *Hipsang* and rescued all the survivors. "The ship's hull," he said, "having been destroyed aft by the shell or torpedo, and the ship setting down by the stern, I gained the impression that the Russians meant to drown the lot of us. So having given the two life-belts to some Chinese, and got my boats off, I got up on the boat-skids and started in to cut the forward starboard boat gripe lashings adrift, as I reckoned that the boats would float if the ship went down under us, and we'd have something to swim for when we came up to the surface again; there being a bit of a scare on amongst the Chinese, one crowd hustling around one of the port boats getting it out, and another lot having let the working-boat go down by the run end up, and all of them clinging to the forward fall, the European passenger among them. It appears that the French engineer having taken all his clothes off, jumped overboard and swam toward the torpedo boat destroyer. Getting near her, he called out to those on board that there were Englishmen on board the ship and to go alongside and save the people. The Russians then lowered their boat and picked him up, and then the destroyer was steamed alongside the ship by the starboard forerigging, and the rest of the people were got on board of her. When I gave up the 4th gripe lashing as a bad job because of the seizing, and jumped down on deck, I saw the destroyer alongside the ship, so I hurried along the Chinese to her as before related."

He then told the story of their departure from Port Arthur for Chefoo, in junks, and afterwards said:

The authentic list of the people on board the *Hipsang* at the time when she was torpedoed by the Russian destroyer No. 7 is, I believe, to have been as follows:—

Robert C. G. B Bradley, Captain	1
A. G. Smith, Chief Officer	1
John Cartwright, 2nd Officer	1
F. J. Collier, Chief Engineer	1
W. Watson, 2nd Engineer	1
W. Bishop, 3rd Engineer	1
Mr. Rosenberg, alias Serebenik, saloon passenger	1
Chinese sailors	16
Chinese firemen	15
Chinese quartermasters	4
Chinese saloon staff	9
Chinese compradore staff	17
Chinese passengers to Chefoo	18
Chinese passengers to Chefoo and Shanghai	2
Chinese supercargoes to Canton	2
in all	90

Killed on board—2 Chinese male passengers to Chefoo; 1 Chinese female passenger to Chefoo; 1 Chinese male passenger to Chefoo supposed drowned; 1 Chinese learn-pidgin messroom boy drowned, 5 in all.

Died in hospital at Port Arthur.—1 Chinese No. 3 compradore; 1 Chinese male passenger to Chefoo, 2 in all.

Left wounded in hospital at Port Arthur.—1 Chinese male passenger to Chefoo; 2 Chinese female passengers to Chefoo; 1 quartermaster; 2 compradore tallymen:—1 supercargo to Canton; 7 in all.

The President said he wanted to know if a torpedo did strike the vessel.

The Captain said (*inter alia*): I can not say for certain. I felt the jar and vibration which was more than a shell would cause. In regard to whether it would have been possible for a shot to have been fired from the *Hipsang*. I can only say that it was extremely unlikely I could not say for certain that the engines were stopped immediately after the first shot was fired, but I am sure that I rang for the engines to stop then. The log book and the engine-room records were not saved, only the papers in the despatch box. I do not wish to state that the shot was fired across the *Hipsang's* bows, but that the 2nd Officer told me at the time that such was the case, Mr. Cartwright, the 2nd Officer, was on the bridge at the time, and he would have had authority to stop the vessel if it had occurred to him to do so, but evidently his first thought was to acquaint me with the fact that a shot had been fired. During the China war I was stopped hosts of times by Japanese and French warships and so was perfectly familiar with the procedure of stopping a vessel when called upon, and I did so at once on this occasion. It did not strike me as important, whether it was a torpedo-boat or not, because a man like myself expects the Captain of a man-of-war to have some coolness and judgment. The torpedo-boat was not more than 300 yards away when the first shot was fired. My eye was attracted then by flames coming out of one of her funnels.

The President asked if the Captain was aware that Messrs. Butterfield and Swire had given special orders in regard to navigation in those waters, and Mr. Jones rose to request that the question be not passed as it was bordering on a question of international interest.

The Court failed to see how a question of that kind would be of international interest and Mr. Jones said the question might involve a discussion of international law.

Continuing his replies to the Court, the Captain said: I was not aware at the time that the Japanese had effected any blockade beyond Port Arthur.

There were not to my knowledge any Japanese on board the *Hipsang*. When the ship was sinking the conduct of the Officers and men was satisfactory in every way. No fault could be found with any of them.

Mr. Jones suggested that the Court should ask if the Russian destroyer had any signals flying.

The Captain said: I did not see any and the only light I saw on board was that coming from the funnel, and I did not hear any shot fired from the *Hipsang*.

In reply to the Court: There was no resistance offered to the destroyer at any time.

(Proceeding.)

CHINESE AND KAFFIRS

BEST OF FRIENDS.

A correspondent writes as follows to one of the home papers:—I witnessed the arrival of the first batch of Chinese on the Rand. Their coming was watched with considerable curiosity, the people turning out in great numbers to see the yellow men. When the first train came in the Celestials crowded out, their belongings, such as they were, tied up in bundles or stocked in hampers. The Chinese showed no sign of strangeness. They simply disembarked like an excursion party, and gaped about them in a vacant way while they were being marshalled, the crowd meanwhile criticising them in a humorous way. Then, when all was ready, the "Chows" as they are now called here, were marched up to the Comet Mine and placed in their compounds, where they rapidly shook down. Almost every sign of antipathy towards the new-comers has disappeared, and it is perfectly safe to say that, so far as the white labourer on the Rand is concerned, the Chinaman is no longer regarded as an enemy. It was amusing to watch the faces of the Kaffirs as the Easterns marched in. They looked them up and down and indulged in remarks in their own expressive language that tickled the hearers. But it was good to see black fraternising with yellow, and giving all possible assistance in the transportation of the new-comers' goods and chattels. It was expected that the Kaffir and the Celestial would from the first be as the proverbial dog and cat; but they have begun otherwise, and are the best of friends. When the Chinese saw where they would have to work and live, they expressed satisfaction, and there can be no doubt that they will take kindly to the various duties of mining life.

LAND DISPUTE

IN KOWLOON.

At the Supreme Court this morning before Sir Henry S. Berkeley (acting Chief Justice), the case of Wong Tan Sam *v.* Liang Pow came on for hearing.

The Hon. Dr. Ho Kai appeared for the plaintiff, and defendant was unrepresented by Counsel.

Dr. Ho Kai, in his opening statement, said—The plaintiff is a banker carrying on business at 55, Bonham Strand, and the defendant Leung Po, was the managing partner of the Yee Mow Tai Firm, Mongkoktsui, British Kowloon, timber merchants, and now resides at 219, Des Vœux Road. On the 1st January, 1901, the plaintiff purchased from one Leung Hang for the price of $8,417.76 a piece of land having an area of 32,376 square feet and registered in the Land Office as Section A of Sam Sui Po Lot No. 12. An indenture was made on the same day between Leung Hang and the plaintiff, whereby the said piece of land was, (on payment by the plaintiff of the above sum), assigned to his executors, administrators and assigns. By a bond of even date with the aforesaid indenture of assignment, the defendant became bound to the plaintiff in the sum of $16,835 52 to be paid by him to the plaintiff subject to a condition that if the plaintiff, his executors, administrators or assigns should from time to time and at all times hereafter, hold, possess and enjoy the hereditaments and premises comprised in and assured by the aforesaid, indenture of assignment and every part thereof, and take the rent and profits of the same, for his or their own use and free from all adverse charges and encumbrances whatsoever, then the said bond should be void. Since, however, the indenture was agreed to plaintiff has had actual possession, and the use of only a very small portion of the land and premises, the total area of which amountiog to 1,463 square feet and the remaining portion (30,912 square feet) was lying idle awaiting the decision of the Land Court of Hongkong. By a judgment of the said Court in April 1903, all the estate rights and titles of Leung Hang to the land (with the exception of 1463 square feet) were disallowed and taken away. By the judgment plaintiff as the assign of Leung Hang was forever deprived of his possession and use of the land excepting 1,463 square feet. Plaintiff therefore claimed $10,674.97, viz. $8,417.76 purchase money; Interest from 11th January 1901 to 22nd January 1904 at the rate of 8 per cent per annum, $2,042.46; costs of transfer $130.75 and brokerage $84; less $378 the value of the portion of land allowed by the Land Court, and $31 rent and profits received from the land occupied.

The plaintiff having given evidence at considerable length

His Lordship gave a verdict in his favour for the full amount with costs.

COMMERCIAL.

Shanghai advices bearing date, 23rd inst., state:—Business reported:—Indo-Chinas at Tls. 84 for September, Tls. 84½ for October and Tls. 86 for December. Farnham Boyds at Tls. 177½/175 for August. Wei-haiwei Golds at $22½/23 for December. Hall and Holtz $30½. China Flours at Tls. 65.

Business done direct:—North-Chinas at Tls. 83 for August, Tls. 84 for September, Tls. 84½ November and Tls. 85½/85/86 for December. Farnham Boyds at Tls. 177½/175 for August and Tls. 185 for December. Wei-hai-wei Golds at .21/21½. Maatschappijs at Tls. 310/311½/312½ for August. Flours at Tls. 65. Gas at Tls. 95.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J Sullivan and Co.'s report, published on the 16th August.

Business has been particularly brisk in Indos and Farnham Boyds this week. In the former stock the solid rise is caused by the excellent freights now obtainable, and in the latter the weakness is attributed to an attempt made to break the quotation, which only partially succeeded; at the close the market is full of buyers at the reduced rate. Langkats have improved slightly, but this stock is now attractive from a speculative point of view, as the Company is earning money which permits regular dividends. Demand rate on London is 2/6 1/16. 3 days' paper is telegraphed at 72 from Hongkong, Consols £88¾.

Shipping.—Indo-Chinas have been in request. For cash and this month's settlement transactions have taken place at Tls. 83½, Tls. 81, Tls. 81½ and Tls. 82. For September business is quoted at Tls. 82½, Tls. 82, 83½, 83 and Tls. 84. October at Tls. 80½, Tls. 84, Tls. 84, 85, 86. December at Tls. 80, Tls. 81½, 79½, 80, 81, 82, Tls. 82, 81½, 82½, 83, 84, Tls. 81½, 85, 85½, 86. Profitable charters lately entered into, coupled with the fact that shorts are hurrying to cover previous sales at low rates, accounts for the rise in prices. Tug and Lighters were placed at Tls. 47½ and are wanted to-day at Tls. 48.

Docks.—A bear movement in Farnham Boyds followed by speculators hurriedly taking profits, caused a sharp decline from the topmost price reached during the week. Opening at Tls. 163, 165, the market in consequence of the unexpected arrival of the Russian cruiser Askold and a torpedo-destroyer, both damaged in the late naval engagement, necessitating immediate repairs, quickly rose to Tls. 70, 185, 182 for cash. The quotation could not be maintained and sharply receded the next day to Tls. 175 and Tls. 170. At the close there are strong inclinations of buyers once more taken charge of the market. For this month's settlement, similar rates have been procurable. September sales have been made at Tls. 165, Tls. 170, 175, 182½, Tls. 180 Tls. 182½, 182½. Tls 180 170. Contracts have been entered into for October at Tls. 16½ 169½, Tls. 185, Tls. 182 Tls. 180 and Tls. 174. December sales have been effected at Tls. 172½, 174, 173, Tls. 174½, 178, 180, 182½, 185, 190, Tls. 185, 182½, Tls. 180, 174. At the close there are buyers.

Lands.—Shanghais are offering at Tls. 112. Hongkongs are uncharged.

Cottons—remain quiet.

FREIGHT.

Messrs. Lamke and Rogge wrote on 27th inst. as follows:—

During the period that has elapsed since issue of last circular, the freight market, generally speaking, has undergone a marked change for the better and prospects for the near future are very encouraging. Under the influence of a brisk demand from various quarters, rates of freight have been following an upward tendency and the volume of business during the fortnight under review is very much larger than for some time past. There are further inquiries for tonnage, for both southern and northern trade and also on monthly terms, the latter demand emanating principally from the North, but it is rather difficult to meet them on account of a scarcity of suitable craft.

With reference to business from Saigon to this, the market has ruled very steady throughout the fortnight at 15⅝ cents to 16 cents per picul according to size, but in this direction only a limited amount of chartering has come to pass, as steamers could do much better elsewhere. A good demand for tonnage still prevails but, unless a material advance be granted on above quotations, further business in this particular line would hardly seem to be practicable.

Prices at Saigon, for the time being, remain too high for this market, firmness being principally accounted by a strong demand for Japan ports which has resulted in chartering to some extent, here and elsewhere, at 40/42 cents per picul. There are still fairly large orders in the market and in all probability even higher rates will be paid, as tonnage is difficult to procure. In sympathy with the Saigon inquiry, rates from this port to Japan have likewise advanced and, in addition to steamers having taken the berth, several boats have been chartered on basis of 30 cents per picul. At time of writing the demand has slackened a little, but is likely to revive.

From Saigon to a port in the Philippines, only one charter has been drawn at 28 cents per picul, but there are indications that more tonnage will be wanted again ere long.

Saigon/Java, there has been nothing doing and tonnage is not likely to be wanted until October.

A fair demand has sprung up for steamers to load sugar (dry or wet) from Java ports (N. Coast to this and several settlements are on record at 30 cents per picul, whilst from a port on the South Coast a boat has been taken up at 37 cents per picul; more tonnage may possibly be wanted in this direction. From Java to Japan, a big carrier or two might be placed, but for immediate delivery only, on account of a new tariff coming into force in Japan on 1st October; it is, however, difficult to quote a reliable figure for this business.

As regards the Bangkok trade, the amount of tonnage chartered at the beginning of the season, is now gradually being worked off, and, as anticipated, fresh inquiries have cropped up, which are likely to lead to business ere long. We quote 30 cents per picul inside the bar.

Anent Northern business, Shanghai advices report a much firmer market and a strong upward tendency of freights and, as already mentioned, numerous inquiries for tonnage emanating from there, no doubt confirm this; but as far as Newchwang business individually is concerned, no effect has been noticeable here. Chinese do not seem disposed yet to resume operations, Newchwang/Canton, nor can we trace any demand for Amoy or Swatow, at least, not as far as outside steamers are concerned.

Coal freights from Japan ports are rather difficult to quote as no actual business has been reported locally. Large carriers for this port are apparently not wanted and handy size is hardly procurable at anything below $2 per ton. For Singapore, it is pretty safe to quote $2.25 to $2.50 per ton and it is rumoured that business has been done in London on that basis. From Moji to Swatow, $2.30 per ton has been paid, a fair advance on last quotation, and from Kuchinotzu to Hongay a boat has been fixed at $3 per ton, and from that port back to this at $1.50 per ton.

On monthly terms, quite a number of charters have been drawn, mostly for special business. Some of the local Chinese are also looking out for tonnage on time, but are so far rather chary in coming forward with appreciable offers.

Sail Freights:—There is nothing fresh to report under this head.

Sail-Tonnage loading or to load:—For New York.—British 4-m. bark *Eclipse*, arrived 10th May. British 4-m. bark *Kentmere*, arrived 15th June. American bark *E. B. Sutton* arrived 28th June. Disengaged:—British bark *Trongate* 949 tons. American bark *Evie J. Ray* 909 tons. British bark *Sokoto* 2,195 tons. British ship *Queen Elizabeth* 1,700 tons.

Departures:—Italian bark *Maria L.* 13th August, for Callao.

To-day's Advertisements.

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be resumed on THURSDAY, 1st September.

Hongkong, 29th August, 1904. [982

VICTORIA RECREATION CLUB.

AQUATIC SPORTS, 1904.

THE ANNUAL AQUATIC SPORTS will be held on the 5th, 6th, 7th and 17th September, in the CLUB ENCLOSURE, Austin Road, Kowloon. Sports commence on 5th and 6th at 4.30 P.M., and on 7th and 17th at 4 P.M. sharp

Admission for Gentlemen, non-members, 50 cents each day. Soldiers and Sailors in uniform, half price.

Tickets for Admission may be obtained at the Gate, or from the Undersigned, c/o Messrs. Gibb, Livingston & Co.

The Secretary's Launch will leave Blake Pier on MONDAY and TUESDAY, the 5th and 6th at 3.45 P.M. sharp, and on WEDNESDAY and SATURDAY, the 7th and 17th at 4 P.M. sharp, to convey Spectators and Competitors.

HAROLD C. AUSTEN,
Hon. Secretary.

Hongkong, 29th August, 1904. [985

VICTORIA RECREATION CLUB.

AQUATIC SPORTS, 1904.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the LADIES OF HONGKONG at the CLUB ENCLOSURE, Austin Road, Kowloon, on WEDNESDAY, 7th, and SATURDAY, 17th September, at 4 P.M. sharp, on the occasion of the Annual Aquatic Sports.

By kind permission of Lieut.-Col. C. N. Watts and Officers, the Band of the 1st Bat. Sherwood Foresters will play selections during the afternoon.

HAROLD C. AUSTEN,
Hon. Secretary.

Hongkong, 29th August, 1904. [986

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain T. M. Meyrick, will be despatched as above, on FRIDAY, the 2nd September, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th August, 1904. [984

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 31st instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th August, 1904. [980

Intimation.

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central. [832

To-day's Advertisement.

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at VOLUNTEER HEADQUARTERS, on FRIDAY, September 2nd, at 9 P.M.

Tickets ... ... $2 and $1

May be obtained from Messrs. Kelly & Walsh or Volunteer Headquarters.

Tickets already purchased for August 27th hold good for this date.

Hongkong, 29th August, 1904. [983

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.
GLASGOW and LIVERPOOL	"PATROCLUS"	8th September.
GLASGOW and LIVERPOOL	"PINGSUEY"	17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	24th September.

HOMEWARDS.

For	Steamers	To sail
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
*GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
*GENOA, MARSEILLES & L'POOL	"ALCINOUS"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamers	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	7th September.
	"DEUCALION"	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th August, 1904 [2

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
WEI-HAI-WEI, CHEFOO and TIENTSIN	"KANSU" †	30th August.
CHINKIANG	"YOCHOW"	31th "
MANILA	"TEAN" *	30th "
FOOCHOW and SHANGHAI	"WOOSUNG" †	31st "
CEBU and ILOILO	"SUNGKIANG" *‡	2nd September.
KOBE	"CHANGSHA" *	2nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA" *‡	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

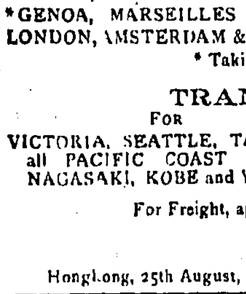
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th August, 1904. [7

Hongkong–Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess carried.**—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 10th Sept., at 10 A.M.
ZAFIRO	2540	R. Rodger		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th August, 1904 [8

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	September 5th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370		October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

[5

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), $3; Return Ticket, $5.

2nd Class, $1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, $2; Return Ticket, $3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, $5. On Sundays, $5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904. [16

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....$3.00 for Single Journey.
2nd " ..... 1.50 " "
Meals ..... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904. [35

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [819

STEAM TO CANTON.

THE New Twin Screw Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey $4
Meals .....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN,"

Captain H. Formes, due here with the outward German Mail about TUESDAY, at 5 P.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 27th August, 1904. [3

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on THURSDAY, the 1st Sept., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong 27th August, 1904. [979

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. Cox, will be despatched for the above Port, on or about SATURDAY, the 3rd September, to be followed by the Steamship

"CLAVERBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 23rd August, 1904. [966

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th August, 1904. [923

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About.
"ATHOLL"	20th September.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 23rd August, 1904.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, at 1 P.M., the Company's Steamship "MANCHE," Captain Mourard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, *viâ* Ports of Call, transhipping Passengers and Cargo at Saigon to S.S. *Polynésien*.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 5th September, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd August, 1904. [9

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR
TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain A. Thompson, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 10th Sept., at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oriental*, due in London on the 23rd October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1904. [4

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Pleiades ‡	3,753	F.G. Purington	Sept. 17
Shawmut	9,606	W. M. Smith	Sept. 24
Tremont	9,606	T. W. Garlick	Oct. 1
Tremont	9,606	T. W. Garlick	...
Lyra ‡	4,417	G. V. Williams	...
*Hyades**	3,753	Geo. Wright	...

‡ Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Tremont	9,606	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 29th August, 1904. [12

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Himalaya*.

From Persian Gulf, &c., *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1904. [1

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"NUMANTIA,"

Captain Brehmer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd September will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE
Hongkong Office.

Hongkong, 27th August, 1904. [97

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Douro* and *Adour*, from Havre, *Ville de Valencien* and *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 31st August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st August, or they will not be recognised

All damaged packages will be examined on WEDNESDAY, the 31st August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th August, 1904 [9

To Let.

TO LET.

NO. 1, RIPON TERRACE in FLATS.
No. 1, CLIFTON GARDENS.
No. 17, WONG NEI CHONG ROAD, facing Race Course.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th August, 1904. 956

TO LET.

NO. 1, STEWART TERRACE —THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY TOWN.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th July, 1904 [883

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. [729

TO LET.

6, SEYMOUR TERRACE, 4-room House and side verandahs. $100 and Taxes.

Apply to—

"CHEAP,"
C/o this Paper.

Hongkong, 4th August, 1904. [908

TO LET.

EUROPEAN HOUSES, Nos 2 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleansed and colour-washed, in flats or whole.

Apply to—

CHAN SHAU Ü,
or
A. STEVENSON,
Agent for Lessee,
C/o THE PHARMACY,
中法大藥房
No. 56, Queen's Road Central.

Hongkong, 18th August, 1904. [915

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTON," THE PEAK.
Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904. [559

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from $25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. [49

Intimations.

IMPORTANT NOTICE.

TO HEADS OF FAMILIES, HOTEL-KEEPERS, CLUBS, BOARDING-HOUSES AND MESS.

MR. H. RUTTONJEE is prepared to DELIVER BREAD
IN HONGKONG AND KOWLOON.

The Sanitary Arrangements are as nearly perfect as possible, and the work is under constant foreign supervision only.

The best Flour is used. Brown Bread made from the well-known Graham flour Aspecially.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
or
36 to 38, Elgin Road, Kowloon.

Hongkong, 23rd August, 1904. [72

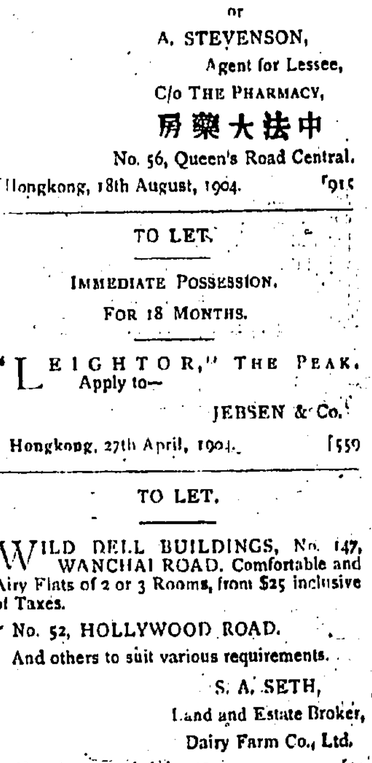
GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net $5 per Cask ex Factory.
In Bags of 250 lbs. net $3 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st August, 1904. [785



Intimations.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: $25 Per Quarter.

NO CHARGE FOR INITIAL INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
SWITCHES,
TELEPHONES,
WIRE,
&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS:—, ICE HOUSE ROAD.

W. STUART HARRISON, A.M.I.C.E., Manager.

Hongkong, 12th April, 1904 [61

SAVARESSE'S SANDAL CAPSULES

Efficacious because absolutely pure English Oil. Not made of gelatine. Full directions. All Chemists. &c.

Insist on SAVARESSE'S.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

BIG G CURES MEN & WOMEN

BIG G is a non-poisonous remedy for any unnatural discharge and inflammation, irritation or ulceration of mucous membranes. Painless. Guaranteed not to stricture. Prevents contagion. SOLD BY CHEMISTS. Circular mailed on request. MANUFACTURED BY The Evans Chemical Co. CINCINNATI, O. U.S.A.

Shipping.

Arrival.

Ching Wo, Br. s.s., 2,517, G. W. Parkinson, 26th Aug.,—Salina Cruz and Moji 20th Aug., Ballast.—C. C. S. S. Co.

Triumph, Ger. s.s., 769, A. Hansen, 26th Aug., —Foochow via Amoy and Swatow 26th Aug., Gen.—J. & Co.

Clara Jebsen, Ger. s.s., 1,103, J. Bendixen, 26th Aug.,—Moji 18th Aug., Coals.—O. S. K.

Simongan, Dut. s.s., 1,202, J. van Tol, 27th Aug.,—Samarang (Java) 14th Aug., Sugar and Gen.—Yuen Fat Hong.

Nanshan, Br. s.s., 1,299, E. F. Stovell, 27th Aug.,—Bangkok 18th Aug., Rice.—B. & Co.

Vedra, Br. s.s., 2,622, R. H. Prout, 27th Aug.,—Soesoe, 17th Aug., Petroleum.—A., K. & Co.

Madeleine Rickmers, Ger. s.s., 1,020, L. Görcken, 27th Aug.,—Bangkok 21st Aug., Rice.—B. & S.

Chowtai, Ger. s.s., 1,115, H. Textor, 27th Aug., —Bangkok 19th Aug., and Kohsichang 20th, Rice and Wood.—B. & S.

Lyeemoon, Ger. s.s., 1,238, Th. Lehmann, 28th Aug.,—Shanghai 24th Aug., Gen.—S. & Co.

Kwangtah, Ch. s.s., 1,536, W. H. Lunt, 28th Aug.,—Shanghai 23rd Aug., Gen.—C. M. S. N. Co.

Baralong, Br. s.s., 2,684, H. Roberts, 28th Aug., —Shanghai 25th Aug., Gen.—N. Y. K.

Apenrade, Ger. s.s., 611, A. P. Ulderup, 28th Aug.,—Haiphong 25th Aug., and Hoihow 27th, Gen.—J. & Co.

Hangsang, Br. s.s., 1,356, S. Wilde, 28th Aug., —Shanghai via Swatow 23rd Aug., Gen.—J., M. & Co.

Breid, Nor. s.s., 645, J. Falkmann, 28th Aug., —Saigon 23rd Aug., Rice and Flour.—Hang Fat.

Spezia, Ger. s.s., 4,148, M. Miltzloff, 28th Aug., —Hamburg and Kelong 26th Aug., Gen. ann Tea.—H. A. L.

Nippon, Aust. s.s., 6,316, D. Mistrorigo, 28th Aug.,—Shanghai 24th Aug., Gen.—S., W. & Co.

Chihli, Br. s.s., 1,141, G. Hooker, 28th Aug.,— Shanghai 23rd Aug., Gen.—B. & S.

Telemachus, Br. s.s., 1,340, J. Williamson, 28th Aug.,—Saigon 24th Aug., Meal, &c.—Wo Fat Sing.

Choysang, Br. s.s., 1,423, H. J. Roope, 28th Aug.,—Canton 27th Aug., Gen.—J., M. & Co.

Kumsang, Br. s.s., 2,077, E. J. Buller, 29th Aug.,—Singapore 23rd Aug., Gen.—J., M. & Co.

Yuensang, Br. s.s., 1,128, T. M. Meyrick, 29th Aug.,—Manila 26th Aug., Gen.—J., M. & Co.

Glenfalloch, Br. s.s., 1,434, R. Pentney, 29th Aug.,—Singapore 23rd Aug., Gen.—M. & Co.

Tanglin, Ger. s.s., 1,280, F. Leuss, 29th Aug., —Bangkok and Koh-si-chang 22nd Aug., Rice and Gen.—B. & S.

Din, Portuguese gunboat, 750, P. Continho, 29th Aug.,—from Macao.

Tyr, Nor. s.s., 1,408, D. L. Danielsen, 29th Aug., —Canton 28th Aug., Coal.—S., W. & Co.

Clearances at the Harbour Office.

Themis, for Kobe.
Chan On, for West River.
Baralong, for Singapore.
Kongnam, for West River.
Oscar II, for Kutchinotzu.
Hongkong, for West River.
Kwongtung, for Canton.
Kwanglee, for Shanghai.
Heathford, for Nagasaki.
Anchenarden, for Moji.
Macau, for Kwong-chow-wan.
Sokoto, for Port Angeles, U.S.A.
Shun Lee, for West River.
Vedra, for Shanghai.
Vochow, for Chinkiang.
Ping On, for Kwong-chow-wan.
Pundua, for Amoy.
San Ut, for West River.
Hatlan, for Hoihow.
Chanwai, for West River.
Tydeus, for Shanghai.
Claverburn, for Yokkaichi.
Loongsang, for Manila.
Hanoi, for Haiphong.

Departures.

Aug. 27.

Eastern, for Australian Ports.

Aug. 28.

Quangnam, for Hongay.
Hatlan, for Swatow.

Aug. 29.

Devawongse, for Bangkok.
Themis, for Kobe.
Frithjof, for Swatow.
Pundua, for Rangoon.
Hatlan, for Hoihow.
Loongmoon, for Shanghai.
Hanoi, for Haiphong.
Loongsang, for Manila.
Kansu, for Wei-hai-wei.
Laertes, for Saigon.
Kwanglee, for Shanghai.
Hangsang, for Canton.
Kwangtah, for Canton.
Lyeemoon, for Canton.

Passengers arrived.

Per *Telemachus*, from Saigon—210 Chinese.
Per *Baralong*, from Shanghai—Mr. Paterson.
Per *Glenfalloch*, from Singapore—876 Chinese.
Per *Kwangtah*, from Shanghai—Mr. Macelwen, and 50 Chinese.
Per *Lyeemoon*, from Shanghai—Mr. V. Corback, and 48 Chinese.
Per *Chowtai*, from Bangkok, &c.—Messrs. King, and C. Boberts.
Per *Yuensang*, from Manila—Mr. Shettelamb, and 62 Chinese.
Per *Triumph*, from Coast Ports—Messrs. Brane, Rochend, and 38 Chinese.
Per *Kumsang*, from Singapore—Mr. T. C. Cobbs, Dr. K. Jamsutji, and 776 Chinese.
Per *Chihli*, from Shanghai—Capt. Sutherland, Messrs. Cogoree, E. B. Jones, and 72 Chinese.
Per *Nippon*, from Shanghai—Mr. and Mrs. C. D. Sue and child, Messrs. Bernhardt Donath, Franz Negotevich, Tula Rosamond, K Gleg-mirs, Stanislao, Sebastian, Bernhard Windt and S. Noro.

Shipping Report.

Str. *Chihli* from Shanghai:—On 25th inst put into Amoy through stress of weather, left there on 27th.

Str. *Nanshan* from Bangkok:—There to Lat. 18 N. and Long 111 E. fine weather, thence to port typhoon weather.

Str. *Vedra* from Solsol:—Fresh to strong S.W. wind and moderate sea, with frequent heavy rain squalls, sea at times strong and confused.

Str. *Chengwo* from Salina Cruz, etc.:—Strong S.E. gale of Japan coast (leaving Moji) veering to S.W. and W., fine down to Lamocks with N.E. winds, strong E'ly gale from there to port continuous heavy rains and high sea.

Str. *Spezia* from Hamburg:—During the voyage cloudy weather, moderate sea, and heavy swell from S.S.W. On the night from 27th till 28th inst. we had strong S'ly winds, heavy squalls of rain, afterwards cloudy.

Str. *Hangsang* from Shanghai:—There to Chapel Island moderate N. and N.E. winds and sea, thence to Swatow strong N.E. to E. wind, with heavy squalls of wind and rain, sea moderate, thence to port moderate S.S.W. to W. winds and fine weather.

Str. *Kwangtah* from Shanghai:—Left there on the 23rd inst., passed Turnabout midnight, on the 25th anchored in Tungsong harbour 42 hours for shelter, and arrived at Hongkong a.m. the 28th; experienced moderate N.E'ly winds and fine weather to the Brothers, when the wind increased to a gale and a heavy S.W. swell which lasted to the morning of the 27th when the wind bore round to S.E.S. and W., and prevailed strong to moderate till arrival in port.

Vessels in Port.

STEAMERS.

Amara, Br. s.s., 1,566, C. J. Mattock, 22nd Aug., —Saigon 18th Aug., Rice and Flour.—J., M. & Co.

Ataka, Br. s.s., 2,393, J. Park, 18th Aug.,—New York 25th June, Petroleum.—S. O. Co.

Borneo, Ger. s.s., 7,168, E. Muhle, 23rd Aug., —Sandakan 19th Aug., Timber and Gen. —M. & Co.

Bourbon, Fr. s.s., 997, Antoni, 26th Aug.,—Saigon 22nd Aug., Rice.—Chinese.

Changsha, Br. s.s., 2,300, T. Moore, 15th Aug., —Sydney via Ports 19th July, Gen.—B. & S.

Chunsang, Br. s.s., 1,416, R. Cox, 26th Aug.,— Saigon 21st Aug., Rice—J., M. & Co.

Chwnshan, Br. s.s., 1,281, B. S. Lawlor, 21st Aug.,—Manila 18th Aug., Ballast.—B. & Co.

Cranley, Br. s.s., 2,923, W. E. Steele, 22nd Aug.,—Yokkaichi 14th Aug., Ballast.—G., L. & Co.

Ecclesia, Br. s.s., 2,385, A. M. Dormand, 23rd Aug.,—Philadelphia, U.S.A. 29th June, Case Petroleum.—Order.

Elax, Br. s.s., 2,612, E. S. Baker, 27th Aug.,— Singapore and Aru Bay 18th Aug., Oil.—Order.

Elisabeth Rickmers, Ger. s.s., 998, G. Gotsche, 20th Aug.,—Bangkok 14th Rice.—M. & Co.

E-Sang, Br. s.s., 1,127, W. F. Richard, 27th Aug.,—Canton 26th Aug., Gen.—J., M. & Co.

Gaea, Nor. s.s., 625, H. Dahl, 26th Aug.,— Rajang (Borneo) 17th Aug., Timber.—Wing Sing & Co.

Haimun, Br. s.s., 636, E. S. Crowe, 27th Aug., —Swatow 24th Aug., Gen.—D., L. & Co.

Hohnstein, Ger. s.s., 1,275, H. Hamer, 22nd Aug.,—Saigon 17th Aug., Rice.—Order.

Hopsang, Br. s.s., 1,359, Jas. M. Hay, 22nd Aug.,—Java Ports 15th Aug., Sugar.—J., M. & Co

Ikbal, Br. s.s., 2,905, Robinson, 24th Aug.,— Durban 30th July, Ballast.—G., L. & Co.

Ixollayrim, Nor. s.s., 1,642, R. Cimstensen, 26th Aug.,—Pakhoi and Hoihow 22nd Aug., Case Oil.—A., K. & Co.

Kohsichang, Ger. s.s., 1,292, S. Simonsen, 21st Aug.,—Bangkok 11th Aug., Rice, Wood and Gen.—B. & S.

Korat, Ger. s.s., 1,998, H. Hirbner, 16th Aug., —Singapore 26th July, and Bangkok 9th Aug., Gen.—M. & Co.

Lightning, Br. s.s., 2,122, J. G. Spence, 22nd Aug.,—Calcutta 6th Aug., Penang and Singapore 17th, Gen.—D., S. & Co., Ld.

Numantia, Ger. s.s., 2,803, H. Brehmer, 26th Aug.,—Singapore 20th Aug., Gen.—H. A. L.

Oscar II, Nor. s.s., 2,000, R. Olsen, 23rd Aug., —Kutchinotzu 16th Aug., Coal.—M. B. K.

Prometheus, Nor. s.s., 1,024, H. Lersbryggen, 21st Aug.,—Bangkok 14th Aug., Rice.—Yuen Fat Hong.

Scandia, Ger. s.s., 3,135, Behrens, 24th Aug.,— Hamburg and Singapore 19th Aug., Gen. —H. A. L.

Setun, Nor. s.s., 865, E. Fingalsen, 26th Aug., —Manila 20th Aug., Ballast.—Order.

Shantung, Br. s.s., 1,837, J. Manach, 8th Aug., —Java Ports 30th July, Gen.—B. & S.

Shawmut, Am. s.s., 9,604, W. M. Smith, 22nd Aug.,—Tacoma 18th July, Gen.—D. & Co., Ld.

Signal, Ger. s.s., 917, A. Bendixen, 26th Aug., —Sourab ya 14th Aug., Sugar and Molasses.—J. & Co.

Sikh, Br. s.s., 3,216, James Rowley, 5th July,— New York 4th May, Gen. and Case Oil.—D. & Co., Ld.

Sungkiang, Br. s.s., 1,021, J. Robinson, 24th Aug.,—Manila 21st Aug., Gen.—B. & S.

Tean, Br. s.s., 1,346, A. Sommerville, 26th Aug., —Manila 23rd Aug., Gen.—B. & S.

Trocas, Br. s.s., 2,657, F. G. M. Philipps, 27th Aug.,—Palembang, Sumatra 17th Aug., Petroleum.—A., K. & Co.

Tydeus, Br. s.s., 4,799, M. H. F. Jackson, 27th Aug.,—Singapore 19th Aug., Gen.—B. & S.

Unity, Nor. s.s., 939, Hansen, 24th Aug.,— Rangoon 12th Aug., Oil.—Chinese.

Yochow, Br. s.s., 1,306, J. H. Brown, 27th Aug., —Canton 26th Aug., Gen.—B. & S.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May, —New York 10th Dec., 1903, Case Oil.—S. O. Co.

E. B. Sutton, Am. ship, 1,639, Johnson, 19th July,—Chefoo 20th June, Ballast.—Order.

Evie T. Ray, Am. bq., 918, Karten, 6th Aug.,— Manila 2nd June, Timber.—Order.

Kentmere, Br. bq., 2,334, Burch, 14th June,— New York 29th Jan., Kerosine.—S. O. Co.

Queen Elisabeth, Br. ship, 1,700, C. E. Fulton, 21st Aug.,—New York 19th April, Kerosine Oil.—S. O. Co.

Sokoto, Br. 4-masted bq., 2,193, Wm. Bourke, 1st Aug.,—New York 3rd April, Petroleum. —S. O. Co.

Trongate, Br. bq., 949, A. Hutton, 28th May,— Fremantle 23rd May, Sandal-wood.—Gilman & Co.

Steamers Expected.

Vessels	From	Agents	Due
Mongolia	Manila	P. M. Co.	Aug. 30
Bayern	Singapore	M. & Co.	Aug. 30
Aragonia	Japan	P. & A. Co	Aug. 30
China	Japan	P. M. Co.	Aug. 31
America Maru	Japan	N. Y. K.	Aug. 31
Japan	Singapore	P. & O. Co	Sept. 1
Nankin	Singapore	P. & O. Co	Sept. 1
Ischia	Singapore	C. & Co.	Sept. 3
Emp. of Japan	Vancouver	C. P. R. Co	Sept. 6
Tjipanas	Macasar	C. J. J. L.	Sept. 6
Chingtu	Sydney	B. & S.	Sept. 7

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder	at	Kowloon	Dock.
Shanghai	"	"	"
Lothian	"	"	"
Changsha	"	"	"
Shawmut	"	"	"
Korat	"	"	"
Devawongse	"	"	"
Shantung	"	Cosmopolitan	"
Cranley	"	"	"
Inkum	"	Aberdeen	"
Kowloon	"	"	"

Ships Passed The Canal.

Outward—3rd August—*Bulysses*, *Dante* 6th August—*Japan*, *Telemachus*. 9th August —*Eidsvold*, *Bayern*, *Ambria*, *Balfour*, *Alexandra*, *Seneca*. 13th August—*Patroclus*, *Suevia*, *Malacca*, *Barotse*, *Heathglen*. 17th August —*Baronsidon*. 19th August—*Malta*, *Inverie*, *Ping Suey*. 23rd August—*Indrapura*, *Avala*, *Kintuck*, *Manila*, *Sachsen*, *Kwangsi*. 27th August—*Achilles*, *Diomed*, *Princesse Marie*, *Salasti*, *Hellas*, *Indrawadi*, *Kennebec*.

Homeward—9th August—*Trieste*, *Benclleuch*. 13th August—*Candia*. 19th August—*Prometheus*, *Nurnberg*. 23rd August—*Richmond Castle*. 27th August—*Sardinia*.

Arrivals at Home—9th August—*Stgovia*, *Benmohr*, *Himalaya*, *Monmouthshire*, *Agamemnon*. 13th August—*Yarra*, *Main*, *Seydlits*. 19th August—*Glenturret*, *Gloucester City*. 23rd August—*Roon*, *Satsuma*, *Yang Tsze*. 27th August—*Tonkin*.

Post Office.

In future, there will be one delivery of correspondence each day on week days only in Shaukiwan, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street	8 a.m.	11 a.m.
	2 p.m.	5 p.m.
Arsenal Street	8.5 a.m.	11.5 a.m.
	2.5 p.m.	5.5 p.m.

A Mail will close for—

Canton—Per *Hankow*, 30th Aug., 7.30 A.M.
Swatow, Amoy and Foochow—Per *Haimun*, 30th Aug., 11 A.M.
Chinkiang—Per *Vochow*, 30th Aug., 11 A.M.
Macao—Per *Heungshan*, 30th Aug., 12.15 P.M.
Shanghai—Per *Choysang*, 30th Aug., 3 P.M.
Amoy—Per *Glenfalloch*, 30th Aug., 3 P.M.
Saigon—Per *Laertes*, 30th Aug., 4 P.M.
Manila—Per *Tean*, 30th Aug., 4 P.M.
Samshui, Shiuhing, Takhing and Wuchow—Per *Kongmoon*, 30th Aug., 4 P.M.
Kongmoon and Kumchuk—Per *Lintan*, 30th Aug., 5 P.M.
Namtao—Per *Taichun*, 30th Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 30th Aug., 5 P.M.
Macao—Per *Wingchai*, 30th Aug., 5 P.M.
Canton—Per *Powan*, 30th Aug., 5 P.M.
Hoihow and Haiphong—Per *Apenrade*, 30th Aug., 5 P.M.
Canton—Per *Kinshan*, 31st Aug., 7.30 A.M.
Bangkok—Per *Kohsichang*, 31st Aug., 9 A.M.
Bangkok—Per *Elisabeth Rickmers*, 31st Aug., 9 A.M.
Foochow and Shanghai—Per *Woosung*, 31st Aug., 11 A.M.
Macao—Per *Heungshan*, 31st Aug., 1.15 P.M.
Swatow, Chefoo and Tientsin—Per *E-Sang*, 31st Aug., 3 P.M.
Batavia, Samarang, Sourabaya and Macassar—Per *Tjilatjap*, 31st Aug., 3 P.M.
Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 31st Aug., 5 P.M.
Namtao—Per *Taichun*, 31st Aug., 5 P.M.
Sanbue—Per *Hoi Fu*, 31st Aug., 5 P.M.
Macao—Per *Wingchai*, 31st Aug., 5 P.M.
Canton—Per *Fatshan*, 31st Aug., 5 P.M.
Canton—Per *Powan*, 1st Sept., 7.30 A.M.
Macao—Per *Heungshan*, 1st Sept., 1.15 P.M.
Singapore, Penang and Calcutta—Per *Lightning*, 1st Sept., 2 P.M.
Samshui, Shiuhing, Takhing and Wuchow—Per *Sanui*, 1st Sept., 4 P.M.
Canton—Per *Honam*, 1st Sept., 5 P.M.
Kongmoon and Kumchuk—Per *Lintan*, 1st Sept., 5 P.M.
Namtao—Per *Taichun*, 1st Sept., 5 P.M.
Sanbue—Per *Hoi Fu*, 1st Sept., 5 P.M.
Macao—Per *Wingchai*, 1st Sept., 5 P.M.
Canton—Per *Fatshan*, 2nd Sept., 7.30 A.M.
Macao—Per *Heungshan*, 2nd Sept., 1.15 P.M.
Cebu and Iloilo—Per *Sungkiang*, 2nd Sept., 4 P.M.
Canton—Per *Hankow*, 2nd Sept., 5 P.M.
Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 2nd Sept., 5 P.M.
Namtao—Per *Taichun*, 2nd Sept., 5 P.M.
Sanbue—Per *Hoi Fu*, 2nd Sept., 5 P.M.
Macao—Per *Wingchai*, 2nd Sept., 5 P.M.
Canton—Per *Honam*, 3rd Sept., 7.30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 3rd Sept., 11 A.M.
Macao—Per *Heungshan*, 3rd Sept., 1.15 P.M.
Namtao—Per *Taichun*, 3rd Sept., 5 P.M.
Sanbue—Per *Hoi Fu*, 3rd Sept., 5 P.M.
Macao—Per *Wingchai*, 3rd Sept., 5 P.M.
Durban, East London, Port Elizabeth and Cape Town—Per *Lothian*, 5th Sept., 11 A.M.
Amoy, Straits and Rangoon—Per *Palamcotta*, 5th Sept., 5 P.M.
Swatow, Kudat and Sandakan—Per *Borneo*, 6th Sept., 8 A.M.
Singapore, Penang and Bombay—Per *Ischia*, 10th Sept., 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Chusan*, 10th Sept., 11 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, 13th Sept., 4 P.M.
Europe, &c., India, *via* Tuticorin—Per *Gneisenau*, 14th Sept., 11 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 17th Sept., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 21st Sept., 11 A.M.
Canton—Per *Kinshan*, 4th Sept., 9 A.M.
Singapore, Penang and Calcutta—Per *Kumsang*, 6th Sept., 2 P.M.
Manila—Per *Rubi*, 10th Sept., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 12th Oct., 11 A.M.

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CHINA COAST METEOROLOGICAL REGISTER.

August 28th, 1904, a.m.

			Bar.	Th.	Hu.	Wind		W.
Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	30.08	—	—	E	4	—
Hakodate		"	29.97	—	—	E	4	—
Tokio		"	29.90	—	—	N	2	—
Kochi		"	29.79	—	—	S	2	—
Nagasaki		"	29.83	—	—	NE	4	—
Kagoshima		"	29.83	—	—	E	6	—
Oshima		"	29.65	—	—	NE	6	—
Naha		"	29.62	—	—	N	6	—
Ishigakijima		"	29.66	—	—	—	0	—
Taihoku	5	a.m.	29.70	—	—	S	2	—
Taichu		"	29.69	—	—	—	0	—
Tainan		"	29.66	—	—	SE	2	—
Koshun		"	29.70	—	—	NE	2	—
Pescadores		"	29.66	—	—	S	6	—
Weihaiwei	9	a.m.	—	—	—	—	—	—
Gutzlaff		"	29.79	79	91	NE	4	ct
Sharp Peak		"	29.74	79	91	NE	2	or
Amoy	6.30	a.	29.59	76	95	NNE	2	or
Swatow	9	a.m.	—	—	—	—	—	—
Canton		"	—	—	—	—	—	—
Hongkong	10	a.m.	29.63	77	91	W	1	od
Victoria Peak		"	—	—	—	WNW	4	—
Gap Rock		"	29.60	—	—	WNW	4	—
Macao		"	29.62	79	—	NW	2	c
Haiphong		"	—	—	—	—	—	—
Manila		"	29.84	84	77	SW	3	c
Bacolod	9	a.m.	—	—	—	SSW	4	b
Iloilo		"	29.86	84	—	WNW	1	b
Cebu		"	29.88	87	—	S	1	b
C. St. James	10	a.m.	—	—	—	—	—	—

August 29th, 1904, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	29.76	—	—	N	8	—
Hakodate		"	29.81	—	—	—	0	—
Tokio		"	29.82	—	—	W	2	—
Kochi		"	29.68	—	—	E	6	—
Nagasaki		"	29.72	—	—	NE	4	—
Kagoshima		"	29.68	—	—	E	6	—
Oshima		"	29.57	—	—	N	6	—
Naha		"	29.62	—	—	N	6	—
Ishigakijima		"	29.70	—	—	—	0	—
Taihoku	5	a.m.	29.67	—	—	E	4	—
Taichu		"	29.61	—	—	—	0	—
Tainan		"	29.61	—	—	SE	4	—
Koshun		"	29.71	—	—	NW	4	—
Pescadores		"	29.55	—	—	S	8	—
Weihaiwei	9	a.m.	29.77	86	—	SW	1	—
Gutzlaff		"	29.75	79	82	NE	3	cv
Sharp Peak		"	29.72	80	87	E	3	o
Amoy	6.30	a.	29.59	72	90	NNE	2	o
Swatow	9	a.m.	—	—	—	—	—	—
Canton		"	—	—	—	—	—	—
Hongkong	10	a.m.	29.74	85	75	W	1	b
Victoria Peak		"	—	—	—	WNW	1	—
Gap Rock		"	29.74	—	—	WSW	3	—
Macao		"	29.72	86	—	W	1	c
Haiphong		"	—	—	—	—	—	—
Manila		"	29.88	86	71	WSW	3	c
Bacolod	9	a.m.	—	—	—	S	4	or
Iloilo		"	29.90	83	—	WNW	1	od
Cebu		"	29.92	89	—	S	1	b
C. St. James	10	a.m.	—	—	—	—	—	—

	Aug. 28 at 10 a.m.	Aug. 28 at 4 p.m.
Barometer	29.71	29.67
Temperature	83	87
Humidity	75	63
Rainfall	0.03	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander O. de B. Brock	Shanghai
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Chemulpo
Britomart	gunboat, 1st class	710	6	1,300

Intimation.

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer *Oceanien*

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*) .....$0.80 per lb.
EYSSEN CHEESE in Tins ..... 0.75 the tin.
GOUDA CHEESE (Edam) ..... 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE.....Per Bottle $1.50
CHERRIES " " ..... " " 1.50
ASSORTED FRUIT " " ..... " " 1.50
CHERRIES IN BRANDY..... " " 1.75
APRICOTS " " ..... " " 1.75
PLUMS " " ..... " " 1.75

CRYSTALLIZED FRUIT of the First Quality at $1.50 the Box of 1 lb.

We specially recommend the above to amateurs and *connoisseurs*.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of $45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;

OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy, as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre $5.00
The Half-Litre 2.50

CHAZALON & CO.,

Sole Agents for Hongkong, China and Japan.

SOLUTION OF BI-PHOSPHATE OF LIME

(Medicinal) of the MARIST BROTHERS.

It is employed with much success in chronic bronchitis, inveterated catarrhs, consumption, scrofula, the softening and caries of bones, and generally all sickness whose cause is in the poverty of blood and the weak state of the digestive organs.

Numerous testimonials from Physicians, letters of congratulation.

An explanatory note accompanies each bottle.

The Litre $5.00
The Half-Litre 3.00

(Discount according to importance of orders.)

Hongkong, 29th August, 1904. [981

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	$10,000,000 $7,000,000 $250,000	$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 $16.41 for first half-year 1904	6¾ %	$650 London £66½
National Bank of China, Limited	4,453	£10	£8	$175,533	$21,668	$2 (London 3/6) for 1903	5⅓ %	$38 buyers
Do. (Founders')	750	£1	£1	$191,973		None	...	$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,750,000 $569,143 $784,415 $906,872	$1,959,926	$32 for 1902	5⅓ %	$570 buyers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$900,000 $151,992 $331,342 $322,138	Nil.	$4 for year ended 30.4.1903	6⅔ %	$63
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 67½ buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 $37,794	$486,284	$12 for 1902	9⅓ %	$135
Canton Insurance Office, Limited	10,000	$250	$50	$1,300,00 50,000	$110,551	$15 for 1902	7 %	$210 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,170,288	$371,110	$22½ for 1902	7½ %	$315 buyers
China Fire Insurance Company, Limited	20,000	$100	$10	$1,000,000 $125,675 $2,561	$329,047	$6 dividend & $1 bonus for 1902	8 %	$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $600,000 $157,555	$16,362	$1¼ for first half-year 1904	10⅔ %	$28 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	$116 buyers
China and Manila Steamship Company, Limited	30,000	$50	$50	none	Dr. $63,123	$5 for 1900	...	$26 buyers
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 $80,935	Nil.	$3 for year ended 30.6.1903	8⅓ %	$35 buyers
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$60,000 $15,093	$1,287	$1.80 & b. 40 cts $0.90 & b. 20 cts. for year ending 30.4.04	6⅔ % 4⅔ %	$38 buyers $28 buyers
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 $ 21,675 $ 18,000 $130,153	$33,648	$5 for 2nd ½-year making $13 for 1903	8⅓ %	$155 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£40,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4⅔ %	24/- buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tl. 1½ for 1904	10 %	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2½ making Tls. 4½	9⅓ %	Tls. 47 buyers
Do. (Preference)	100,000					Tls. 1¾ making Tls. 3½	7⅛ %	Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	none	Dr. $147,717	Interim of $5 for 1904	...	$195 ex div. b.
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $73,905	$3 for 1897	...	$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2½ for year ending 30.9.03	4⅓ %	Tls. 60
MINING.								
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-	...	$6½ buyers
Chinese Engineering and Mining Company, Ld.	50,000 1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$25,500	$505,471	$6 dividend and $2 bonus for first half-year 1904	7 %	$227 sales
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final=Tls. 12 for year end. 30.4.04	7 %	Tls. 172½ buyers
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$1,950,000	$43,732	$6 for 2nd half year 1903	4⅓ %	$250
Riley Hargreaves & Co., Limited	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus for 1903	6⅔ %	$200 buyers
Do. (Preference)	2,750					$7 dividend	6⅔ %	$110
Howarth Erskine, Limited	12,000	$100	$100	$14,000	$29,926	$10 div. & $2½ bonus for 1902/3	6 %	$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	30,000	$50	$50	$50,989 $250,000	$28,015	Final of $2½ making $5 for 1903	4⅛ %	$115 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Interim of Tls. 4 for 1904	7 %	Tls. 155 sales
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9⅓ %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	$62½	$62½	$55,500	$489	$1½ for 1903	4½ %	$27½
LANDS HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$500,000	$51,966	Interim of $6 for 1904	8 %	$153 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7½ %	Tls. 112 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls 50	.....	.....	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$636	$2.60 for 1903	7⅛ %	$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	$50	$50	none	$1,362	Interim of $1½ for 1904	5 %	$61 sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 $11,824 $20,000	$11,668	$5 for first half-year 1904	7½ %	$130 ex div. b.
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$22,500	$16,301	$2½ for year ended 30.6.30	7½ %	$34 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904	6¼ %	Tls. 14 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	.....	.....	First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	$20	$20	none	$4,989	$5 for the year ending 28.2.1903	12½ %	$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3½	...	Tls. 40 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,607 $50,000	$99,177	90 cents for 1903	7½ %	$13 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12½ %	Tls. 30
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32½ sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$ 0	$10	none	$11,121	Final of 60 cents making $1 for the year ending 31.7.03	6⅔ %	$14½ sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9½ %	Tls. 65 sales
Alhambra, Limited	300	$200	$200	$43,000	$57	$125 for year ending 30.6.1900	...	$150 sellers
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	$10	$10	$350,000	$32,115	$1.50 for 1903	5 %	$30½ buyers
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	60 cents for 1903	6 %	$10½ sales
A. S. Watson & Co., Limited	60,000	$10	$10	$250,000 $25,000	$2,883	Final of 50 cents making $1 for 1903	6⅔ %	$15 buyers
Watkins, Limited	10,000	$10	$10	$4,802	$1,042	$1 for 1903	11 %	$9½
Singapore Dispensary, Limited	600	$50	$50	$6,000	$800	$5 for year ended 31.7.1903	7 %	$70
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$55,000	$1,171	80 cents for 1903	8⅓ %	$9½ sales
Hongkong Electric Company, Limited	30,000 30,000	$10	$10 $5	none	$1,747	$1.00 50 cents for year ending 30.4.1904	6⅔ % 5⅓ %	$15 buyers $9½ buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	...	$160 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3½ for 1904	9 %	Tls. 95 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	7½ %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T.Tls. 140 sellers
Tientsin Native City Waterworks Company, Ld.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T.Tls. 120 sellers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$13,104	Final of $1½ making $3½ for 1903	11⅓ %	$31 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Final of $7 making $12 for year end. 29.2.04	9⅓ %	$130 buyers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$50,000	$8,395	$10 for 1903	7½ %	$140 buyers
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$10,517	$3.75 for 1903	7½ %	$48 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$35,000	$5,844	Interim of $4 for 1904	7⅓ %	$240 buyers
Straits Ice Company, Limited	2,000	$100	$100	$45,000	.....	$7½ for second half year 1903	9⅓ %	$165 sales
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$30,000	$4,283	$20 for year ending 30.11.1903	7⅓ %	$280 buyers
Dairy Farm Company, Limited	10,000	$7½	$6	$20,000	$3,029	$1½ for year ending 31.7.1903	6⅔ %	$20 buyers
Campbell, Moore & Co., Limited	1,200	$10	$10	$5,500	$596	$3 for 1903	8⅓ %	$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5⅓ %	$5 buyers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$20,000	$380	90 cents $29.70 for year ended 31.5.1904	9⅓ % 16⅔ %	$9½ buyers $180 buyers
Do. (Founders')	100	$10	$10					
Tebrau Planting Company, Limited	20,000	$ 5	$ 5	none	Dr. $42,551	None	...	$1 buyers
Hongkong Steam Waterboat Company, Limited	7,500	$10	$10	none	$1,548	Interim of 70 cents	8 %	$19 buyers
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	None	...	$9½ buyers
William Powell, Limited	12,000	$10	$10	none	$4,757	Interim of 50 cents for 1903/4	8⅓ %	$12 buyers
Steam Laundry Company, Limited	5,000 10,000	$ 5 $ 5	$ 5 $ 3	none	$3,644	60 cents for year ended 31.5.04 First year	9 % ...	$7 $3½ buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10, paid 15.3.04... Second do. Tls. 10. " 15.6.04...	13 %	Tls. 312½ sellers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71½ buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1903	9⅓ %	Tls. 135 buyers
Central Stores, Limited	6,000	$15	$12	$10,000	$1,253	Interim of $1.20 for 1904	11⅓ %	$23 sellers
Do. (Founders')	123					None	...	$100
Do. (New Issue)	24,000	$15	$7½	.....	First year	Preferential of 7 per cent for 1904	7 %	$7½ sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12½ %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9⅓ %	Tls. 65 sellers
Katz Brothers, Limited	10,000	$100	$100	$375,000	.....	$13 for 1903	9⅓ %	$135 buyers
Straits Trading Company, Limited	250,000	$10	$10	$650,000	$83,403	$1 div. and 25 cents bonus for half year ended 30.9.1903	7 %	$37 sellers
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,706	$5 div. and $2½ bonus for 1903	7½ %	$100 buyers
Maynard and Company, Limited	3,400	$10	$10	none	$803	$2 for year ended 31.10.1903	7⅓ %	$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	.....	.....	First year	...	$50
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $39,020	None	...	$25

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